

SOUTH GEORGIA
AND FLORIDA



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Guide to
South Georgia



and Florida



CONTAINING

A BRIEF DESCRIPTION OF
POINTS OF INTEREST TO THE TOURIST, INVALID, IMMIGRANT
OR SPORTSMAN

AND

HOW TO REACH THEM



PUBLISHED BY PASSENGER DEPARTMENT
SAVANNAH, FLORIDA & WESTERN RAILWAY COMPANY

1882

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FLORIDA

WAYCROSS
SHORT LINE

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GUIDE

TO

SOUTH GEORGIA AND FLORIDA.

THE SAVANNAH, FLORIDA & WESTERN RAILWAY.

LOOKING back from the standpoint of to-day there is nothing more significant or interesting than a comparison of a journey to Florida or South Georgia of say ten years, or even five years ago, with the tour to the same points, under the auspices of the present season. The veteran tourist who has hibernated regularly in this sunny land, delights to contrast his experience of then with those that attend him now, and the novice, delighting in the comforts and luxuries surrounding him can scarcely appreciate the time then consumed, the transfers made necessary by the absence of through train systems, the missing of connections and consequent lay-overs, the absence of drawing-room cars and irregularity of sleepers—the omnibus transfers and steamboat ferries. All these must sound exaggerated to the voyager who now books his place in New York or Chicago for the through Pullman Palace Sleeper or Drawing-room car for Jacksonville, or is confronted in Montreal or St. Paul with the announcement, “but one change of cars to Florida.”

Among the great highways of travel, who have found their opportunity in the rush of travel which the delicious winter climate of Florida and South Georgia invite annually to their balmy, health-giving and health-restoring seasons, none have risen superior to the Savannah, Florida and Western Railway Company, in appreciation of the requirements of modern railway travel. All that energy and skill combined with capital could do, has been done in giving safety combined with speed, and providing the comforts, luxuries and elegant appointments which that class of the American people demand who travel for enjoyment, the best that money can procure.

Appreciating safety above all other requirements, especial attention has been bestowed upon the roadway. Heavy steel rails, with fish-bar fastenings, a heavily timbered track, sand ballasted, but firm and steady—easy gradients, and curves few and far between—all combine to insure the success that was striven for, and the records of train service in regularity and immunity from accident will bear a favorable comparison with any railway in the land. All the most approved appliances of train equipment, Westinghouse Automatic Air Brakes, Miller Platforms, and Janney Couplers have also been provided. The motive power consists of new and powerful locomotives built expressly to draw passenger trains at a continuous high rate of speed. This speed is assured, but it goes hand in hand with safety, and the ever-watchful superintendence of details, keeps the service constantly up to the standard.

Next, with an eye to comfort, the equipment of the company has been furnished replete with every luxury and all the comforts that have been devised for the railway traveler. On this line it is not necessary to take a Drawing-room car for a comfortable seat and pleasant surroundings, for all its coaches fill those requirements; but the Drawing-room cars are on the trains for those who desire their seclusion and retirement; and an experience of their comforts leaves the thought that the extra small amount invested for them brings a good return. Palace Sleeping cars invite the weary to repose, and enjoying the rest which those pleasant institutions afford, the grateful traveler will remember as benefactors, the genius which invented them and the enterprise and sagacity of the line that provides them so liberally. Nor are those forgotten who delight to burn the incense of the fragrant weed; Smoking cars adapted especially for their needs are found, where originality of design, coupled with the most complete arrangement for comfort, minister to the enjoyment of those who can "blow a cloud" without misgiving as to effects on brain or nerve.

The system of railway operated by this company is as follows :

MAIN LINE

Extends from Savannah to Bainbridge on the Flint river, two hundred and thirty-seven miles.

ALBANY DIVISION,

Thomasville, Ga., to Albany, Ga., fifty-eight miles.

CHATTAHOOCHEE EXTENSION,

From Climax, Ga., to Chattahoochee, Fla., where it connects with the Pensacola & Atlantic R. R. from Pensacola, thirty-one miles (expected to be open January 1st, 1883).

LIVE OAK AND ROWLAND'S BLUFF RAILROAD,

From Live Oak, Fla., to New Branford, Fla., near the head of navigation on the Suwannee river, a distance of twenty-four miles. This line is expected to connect with the Tampa and Charlotte Harbor Railway, to a Harbor on the Gulf of Mexico.

JACKSONVILLE DIVISION,

Waycross, Ga., to Jacksonville, Fla., a distance of seventy-five miles. This is the celebrated Waycross Short Line, the great "*Out-off*" to East Florida.

LIVE OAK DIVISION,

Dupont, Ga., to Live Oak, Fla., a distance of forty-eight miles.

JUNCTION BRANCH,

Savannah, Florida and Western Railway Junction to Charleston and Savannah Railway, four and one-half miles.

Making, together with tracks to river front, a total of four hundred and eighty miles under its management.

CONNECTIONS.

Through cars, Savannah to Bainbridge, make semi-weekly connections with steamers for all points on the Flint, Chattahoochee and Apalachicola rivers.

Through cars, Savannah to Albany, connecting with the Central Railroad system to all points in Georgia and the West, Southwest and Northwest, via Eufaula and Montgomery, or via Macon and Atlanta.

Through trains with double daily passenger service connect at Callahan with the Florida Transit and Peninsular Railroads for all points in South Florida and the Gulf Coast, Key West and the West Indies. At Jacksonville with steamers for St. Johns river landings, St. Augustine and stations on the Florida Southern, the St. Johns and Lake Eustis and the South Florida Railways. At Jacksonville connection is also made with the Florida Central Railroad for interior points. At Live Oak connection is made with the Florida Central and Western Railroad for Madison, Monticello, Tallahassee, Quincy, etc. At New Branford, (Rowland's Bluff) connection is made with steamboats for Suwannee river landings and Eastern and Southern Gulf Coast Points. At Chattahoochee connection with the Pensacola & Atlantic Railroad for Pensacola, Mobile, New Orleans, Texas and Pacific Coast points and interior Mexico and California. At Jesup, with the Georgia Division of the East Tenn., Va. and Georgia Railroad for Brunswick, Eastman, Hawkinsville, Macon, Atlanta, Rome, Dalton, Chattanooga and points West and Northwest. At Waycross this line crosses the Brunswick and Albany Railroad, which reaches into a section of the State, famous for its lumber and naval stores and rapidly assuming importance as a wool-producing section.



➤ SAVANNAH. ◀

IN the march of progress which has distinguished so many of the cities of the South within the last decade, Savannah has not been left behind. On the contrary it has maintained a place among the foremost, and each year is adding to its trade, wealth, population and importance. No mean factor in accomplishing this grand result has been the Savannah, Florida & Western Railway. By its extensions and connections it has brought the traffic of distant sections to the "Forest City," and perhaps no other line of transportation brings a traffic so directly tributary to its prosperity. Its cotton, lumber and naval stores traffic contribute liberally to its importance, and its command of the peculiar trade of Florida has resulted largely in the improved system of transportation which it possesses.

Savannah, the county seat of Chatham county, situated on the river of same name, eighteen miles from the sea, has a spacious and well protected harbor with from seventeen to twenty-one feet of water at high and low tides. The improvements now in progress, under the Engineer Corps of the Army, promise a depth of water sufficient for any vessel.

Savannah has a population of 35,000. It is the first naval stores port and the second largest cotton port of the United States. Its shipments of lumber and rice are also very large. It is probably the handsomest city in the South. Its broad streets and beautiful squares, and trees that are green the year round, are the constant admiration of visitors. Its transportation facilities are unsurpassed. The Charleston and Savannah Railway, connecting Charleston and the North—the Central (Georgia)—to Augusta, Atlanta and the West—the recent extension of the Georgia Division of the East Tenn., Virginia and Georgia R. R., making a shorter line to Macon, Atlanta, Chattanooga, etc., while the Savannah, Florida and Western Railway opens up the rich and growing sections of South Georgia and the whole State of Florida. Among the extensions of the latter line the connection with the Pensacola & Atlantic Railroad at Chattahoochee brings the great cities of the Southwest, Pensacola, Mobile and New Orleans into close relations with the Atlantic ports, and the great systems of Texas and the Pacific coast will be reached by a short and direct southern trans-continental route via Savannah and the Atlantic coast. The extension also of this Company's line to the head of navigation on the Suwanee not only brings into fraternal relations a magnificent section adjacent to its line, but makes practicable a scheme of navigation to the Gulf and West India ports, even pending its ultimate destination of a harbor on the South Gulf Coast. The magnificent fleet of ocean steamships that ply between Savannah and New York, Boston, Philadelphia and Baltimore, of the greatest capacity and splendid appointments, are justly its pride and the bulwark of its commerce, and are not surpassed by those of any port of this country. Its interests are rather commercial than manufacturing, but a few manufacturing establishments are profitable and well conducted. Its municipal organization

and free school system are admirable. Its police force, composed of a fine looking and well disciplined body of men have proven a sure reliance in maintaining good order. Its health statistics will compare favorably with any other city. The climate is perhaps better suited to invalids than some points further south.

Forsyth Park, twenty acres in area, is an attractive resort; the shade trees in it, composed mostly of pines, are of the natural growth of the forest. In the center is a beautiful fountain after the style of those in the Place de la Concorde, in Paris. The walks are prettily arranged, and covered with shell.



FORSYTH PARK, SAVANNAH.

In the rear of the Park is a large enclosure, known as the Parade Ground, or Park Extension, which has been somewhat improved by planting shade trees, laying out walks, etc. The Confederate Monument, recently erected here by the Ladies' Memorial Association, in point of beauty of design and finish compares favorably with any in the South. The corner stone was laid on June 16th, 1874, with Masonic Ceremonies, Grand Master Irwin officiating, all the military force of the city being present. The monument was built after a design furnished by Mr. R. Reid, of Montreal, Canada. It stands about fifty feet in height, from base to crown of bronze figure on top. On the base are appropriate mottoes. The front panel has a figure in relief, representing the South mourning. The rear panel shows

another figure of military character. The side panels bear inscriptions: one is "To the Confederate Dead;" on the other, "Come from the four winds, O breath, and breathe upon these slain, that they may live."—EZEK. xxxii: 9. The whole is surmounted by an elegant bronze statue of a Confederate soldier, in the attitude of parade rest. The whole beautifully carved, and cost when completed, \$25,000, exclusive of the cost of the bronze statue, which latter was the gift from a munificent wealthy citizen of Savannah, now deceased.

Bonaventure Cemetery, three miles from the city, only fifteen minutes' ride by the Coast Line Railroad, is one of the loveliest spots in the country; long avenues, arched by the branches of great live oak trees, from which an immense quantity of gray moss sweeps, adding much to the solemnity of the place. Bonaventure derives its name from the original tract of which it formed a part, and which was settled about 1670 by Colonel John Mulryne. By the marriage of his daughter, in 1761, to Josiah Tattnall, of Charleston, it came in possession of the latter family. This marriage is said to have been the occasion of the planting of the trees which adorn the place. It is said that they were planted in the forms of the letters M and T, the initials of the bride's and groom's respective family names.

Thunderbolt, the terminus of the Coast Line Railroad, four miles from the city, the Schuetzen Platz, on the same line, Isle of Hope and Montgomery, on the Suburban Railway, distant seven and ten miles respectively, are pleasant places of resort, much frequented by the citizens of Savannah.

Tybee Island, at the mouth of the Savannah river, and Beach Hammock, several miles south, are becoming very prominent as seaside resorts.

Fort Pulaski, on Cockspur Island, near the mouth of Savannah river was the scene of a weary siege during the late war. The fort was badly battered up by the Federal guns from Tybee Island. Since the war it has been thoroughly repaired.



STATIONS AND POINTS OF INTEREST

ON THE

SAVANNAH, FLORIDA & WESTERN R'Y.

MILLERS, No. 1, Chatham county, Georgia; 10 miles from Savannah, 2 miles west of the Little Ogeechee river; post office.

Ways Station, No. 1½, Bryan county, Georgia; 16 miles from Savannah; post office. Just east of this station the road crosses the Great Ogeechee river, on which are situated many of the largest rice fields in the State. At Genesis Point, below the railroad bridge, Fort McAllister is situated, which the Federal fleet made several unsuccessful attempts to pass to capture the blockade runner "Rattlesnake," formerly the steamship Nashville, which was lying above. They finally succeeded in sinking it with guns. Fort McAllister was stormed from the rear, and captured by a portion of Sherman's Army, December 20, 1864.

Fleming, No. 2, Liberty county, Georgia; 24 miles from Savannah; post and telegraph offices. Sunbury, 15 miles from here, on the coast, is one of the oldest settlements in the State.

McIntosh, No. 3, Liberty county, Georgia; 31 miles from Savannah; post office. This is the nearest station to Flemington, distance 2½ miles, Hinesville, the county seat, five miles, and Riceboro 10 miles.

Walthourville, No. 4, Liberty county, Georgia; 38 miles from Savannah; post office. The village of the same name, 1½ miles from the station, is pleasantly located, and was formerly the home of many of the wealthy planters from the coast, and was noted for the intelligence and refinement of its society; there are a few of the old families still residing there.

Johnston, No. 4½, Liberty county, Georgia; 46 miles from Savannah; post office. Six and a half miles from this station the road crosses the Altamaha river, on a lattice bridge with four spans. This river is one of the largest in the State. It is formed by the junction of the Oconee and Ocmulgee rivers; the former is navigable for steamers to Dublin, and the latter to Macon. Large quantities of lumber, etc., are shipped by this river to Darien, Ga., at its mouth on the coast.

Doctortown, No. 5, Wayne county, Georgia; 53 miles from Savannah; post office. This station is a site of an old Indian town, and the former abode of a celebrated "medicine man," hence the name of the place.

Jesup, No. 6, Wayne county, Georgia; 57 miles from Savannah; county seat; telegraph, post and express offices and junction of the Georgia Division of the East

Tennessee, Virginia and Georgia Railroad; 40 miles from Brunswick; 147 miles from Macon, and 237 miles from Atlanta. The recent completion of the extension of this road to Atlanta and Rome gives an unbroken connection with the great system of railways, and a short line route to the Great West and Northwest. From its important position as a railway center, Jesup bids fair to enter upon a career of prosperity. The "Altamaha Hotel" here will accommodate 100 guests—rates \$2 per day, or \$20 per month. A weekly paper, the *Jesup Sentinel*, is published here.

Screven, No. 7, Wayne county, Georgia; 68 miles from Savannah; post and express offices.

Patterson, No. 7½, Pierce county, Georgia; 78 miles from Savannah; post office.

Blackshear, No. 8, Pierce county, Georgia; post, express and telegraph offices; 86 miles from Savannah; population about 1,200. This point offers many inducements to those seeking health and winter homes in the South. The society is good, and many evidences are presented of steady, permanent growth. It is situated in the great pine belt of Georgia; land in this section is slightly rolling, hence is well drained; climate is delightful and healthy the year round; land is cheap and the inhabitants kindly disposed to settlers. Brown's Hotel, recently built, will accommodate 40 to 50; rates, \$2.00 per day, or \$20.00 per month. Several private boarding houses will accommodate visitors at rates from \$12.00 to \$20.00 per month. Good sport may be had in the vicinity. Churches and good schools are a characteristic of the place.

Waycross, No. 9, Ware county, Georgia; 96 miles from Savannah; county seat; post, express and telegraph offices; population about 2,000; junction with Brunswick and Albany Railroad. This town, from its advantageous site and reputation, in connection with the new route to Florida, bids fair to become speedily a point of considerable importance. The improvements in contemplation to be made by the Savannah, Florida and Western Railway Company promise to result in one of the handsomest towns in the South. An elegant station house and ornamental park, with the natural beauty of the pine forests surrounding them, will present a picture the eye will gladly rest upon. The situation of the town, upon a sandy ridge, with clay subsoil, and a clear, bold stream of running water, afford it peculiar advantages. It is rapidly filling up with a desirable population attracted here by the advantages of good land, cheap homesteads and the general thrifty appearance of the town. There are few points more desirable for a stop, either temporary or permanent, than this.

At this point the traveler, if bound to Florida, branches off from the main line by the new road, completed during the past year. A description of the stations and points of interest, en route, will be found under the head: "Jacksonville Division."

One mile west of Waycross is Tebeauville, formerly station No. 9, now overshadowed in importance by the younger town which has sprung into existence in its vicinity.

Glenmore, No. 10, Ware county, Georgia; 108 miles from Savannah; post office.

Argyle, No. 10½, Clinch county, Georgia; 116 miles from Savannah.

Homerville, No. 11, Clinch county, Georgia; 122 miles from Savannah; post office; county seat; population, 350; academy, Methodist and Baptist churches. Country level and land productive. Sea Island cotton, corn, rice, sugar cane and potatoes grow finely. Situated in the great pine belt of Georgia, this section offers superior inducements to millers or naval stores producers, and to parties seeking homes or health, the uniformly mild climate and cheap lands make it very desirable.

A hotel, and numerous private parties will accommodate visitors at moderate rates.

DuPont, No. 12, Clinch county, Georgia; 131 miles from Savannah; telegraph and post offices; junction with the Live Oak division of the Savannah, Florida and Western Railway. Jenkins' Hotel and the Lightsey House will accommodate visitors at the rate of \$2.00 per day, or \$12.00 to \$15.00 per month. Good lands can be purchased cheap in this vicinity. Fruit raising and truck farming have proven successful here. Good hunting and fishing can be had in the lakes of the Suwannee River, near here. One of the marked characteristics of this section is the freedom from malarial and other diseases, but this feature distinguishes generally what is called the "*Wire Grass Section*."

Stockton, No. 13, Clinch county, Georgia; 138 miles from Savannah; post office; population, 150. The village is pleasantly located in an elevated pine region. There is a pottery located here, which makes a superior article of earthenware for domestic use.

Naylor, No. 14, Lowndes county, Georgia; 144 miles from Savannah; population, 100; post office, church, hotel, academy, saw mill and several stores; healthy locality. Lands sell from \$1.00 to \$5.00 per acre. The productions of surrounding country are long and short cotton, corn, rice, oats, sweet potatoes, sugar cane, and all kinds of vegetables. The Alapaha river, two miles distant, abounds in fish. Milltown, a village ten miles distant, and near the famous Banks Mill Pond; area of pond, ten square miles; water sufficient to drive a large amount of machinery. Nashville, county seat of Berrien county, 27 miles distant; excellent section for farming, hog, sheep and cattle raising.

Valdosta, No. 15, Lowndes county, Georgia; 157 miles from Savannah; post and telegraph offices; county seat; population about 2,000. This is a place of considerable importance in this section. Surrounded by a very fertile country, entirely free from malaria, it offers many inducements to settlers. Cotton, grain of all kinds—especially corn, wheat and oats—sugar cane, potatoes, and the products of this section are abundantly produced. Truck farming and melon growing, a new industry, brought \$60,000 into the county last season. The winters are mild and pleasant, and the invalid may here find a cheap and comfortable home. The town is finely laid off, containing many brick structures, and a new brick court house. There are churches of the several denominations, schools, two well-kept hotels, bank, etc. The *Valdosta Times*, a weekly newspaper, is published here. The trade of the place supports some thirty stores. Good lands in the vicinity can be bought at from \$1 to \$30 per acre, depending upon improvements. At this point the "Cotton Belt" of Georgia begins. To parties seeking investment in lands, or permanent homes in the South, or a place to spend a winter pleasantly, Valdosta presents many inducements. Stuart's Railroad House, C. T. Stuart, proprietor; accommodation for fifty; opposite railroad depot. Rates of board, \$2.00 per day; \$18.00 to \$25.00 per month. The Howell House, with accommodations for about forty, also near the depot; rates, \$2.00 per diem, \$18.00 to \$25.00 per month. Board can be had at a number of private houses at \$15.00 to \$18.00 per month. The Withlacoochee River runs within three miles of the town, and abounds with fish. Still water fishing is afforded by a large number of lakes and ponds in the vicinity. One of the curiosities of this section are the remains of a "*dead town*," of whose settlement and people there is not even a tradition or legend. There is fine quail shooting near this point, and occasionally deer and turkey are found. The people are intelligent and social, and welcome all who seek a permanent or temporary home among them.

Ousley, No. 15½, Lowndes county, Georgia; 166 miles from Savannah; post office. One and a half miles west of this station the road crosses the Withlacoochee

river, near which is the Boston or Blue Springs. These springs have quite a reputation, and are much frequented by the people of the adjacent country. At this point the business of raising watermelons for shipment to distant markets, has proven very successful.

Quitman, No. 16, Brooks county, Georgia; 174 miles from Savannah; post office, money order and telegraph offices; county seat; population about 2,000. This town is situated in the midst of one of the finest farming sections of South-western Georgia. The principal productions of the county are corn, cotton, oats, rye, ground peas, field peas, sugar cane, potatoes—Irish and sweet—and rice. Some wheat has been raised in the county, but has not been generally sown, owing to the want of flouring mills. Almost all kinds of vegetables are grown here. Peas, beets, squashes, cucumbers, onions, radishes, cabbages, tomatoes, strawberries, etc., are grown in great quantities. Watermelons, muskmelons, canteloups and pumpkins do remarkably well. In fact, every and all kinds of common products for which the human family find a relish, are grown here in bountiful supply. Some of these products can be made to yield two and three times a year, such as Irish potatoes and field peas.

The average yield of corn is 10 bushels per acre, though it has been increased to 90 bushels per acre. Improved farming has increased the yield, in very many instances, to 30 and 40 bushels to the acre. The average yield of oats is 15 bushels per acre; cotton, a bale of 500 pounds to three acres; rye, 8 to 12 bushels; ground peas, 20 to 30 bushels. Sugar cane yields from 300 to 550 gallons syrup per acre, and other things in the same proportion. Attention is now being directed to fruit and vegetable market gardening, and whenever it has been tried, success has been the result, the railroads offering every facility for shipping these early products. Taxes are exceeding moderate, the average aggregate State and county tax being about $7\frac{1}{2}$ mills. Land is readily purchased in desirable quantities, and at prices varying from \$1.00 to \$20.00 per acre, according to quality. The climate is delightful, and free from malarial diseases. The inhabitants of this section are progressive and intelligent, and alive to the importance of immigration. The town of Quitman is eligibly situated, and contains five churches—three white and two colored; also, a flourishing school. There is published a weekly paper, the *Quitman Free Press*. The Allen House, 35 rooms, accommodates the public at \$2.00 per day, and \$20.00 to \$30.00 per month. Rountree's new hotel will be open in time for the season, with moderate prices. Private parties will take boarders at \$15.00 to \$20.00 per month. Seven miles east from Quitman, in said county, is a large, bold limestone spring, about one hundred feet in circumference, and fifteen feet in its deepest part. This is quite a resort as a watering place, there being near—just across the county line, but within a few hundred yards—a fine sulphur spring of efficacious medicinal qualities.

Dixie, No. 17, Brooks county, Georgia; 181 miles from Savannah; post and express offices; situated in the midst of a good farming section. Truck farming and raising watermelons for shipment pay well. Small game is abundant in this locality. Dry Lake, five miles from this point, has a subterranean outlet which frequently entirely empties the lake of its waters. This is also seen in some of the small streams, which disappear into holes, finding channels far beneath the surface of the ground. Grooverville, a pleasant village near the Florida line, is some six miles distant.

Boston, No. 18, Thomas county, Georgia: 188 miles from Savannah; 9 miles from the Florida line; population 500; post and express offices; five churches in this place; also good male and female schools. Boston is pleasantly situated and extremely healthy. Water good, in wells, and plenty of spring water in the incor-

porate limits. Boston is entirely surrounded by the best average farming lands in the State; very productive of corn, peas, potatoes, oats, highland rice, sugar cane, and cotton, and admirably adapted to fruit, where cultivated, especially grapes, pears, peaches, plums, apples and tropical fruits. The very finest watermelons abound in all parts of the country in their season. These lands can be bought at prices ranging from \$5.00 to \$8.00 per acre for improved, and from \$1.00 to \$4.00 per acre for grazing. Good accommodations can be had in private families at reasonable rates. The drives in this section are very fine, with good roads and beautiful scenery. Good teams can be procured in the town.

Thomasville, No. 19, Thomas county, Georgia; 200 miles from Savannah; telegraph office, county seat; junction with Albany division of Savannah, Florida and Western Railway; population 4,000. This city has a thriving trade, and is, without exception, the most promising in Southern Georgia. It is situated on one of the highest points between the Atlantic ocean and the Gulf of Mexico. It is but sixty miles to the Gulf, being in latitude 30 degrees and 50 north. The refreshing breezes of the Gulf come wafted inland through an almost unbroken pine forest, bringing healing on their wings. Its situation being dry and free from malaria, it is an excellent resort for invalids. There are many pretty residences in the place, surrounded by beautiful flower gardens. The natural drainage of the town is perfect. At this place the South Georgia Agricultural and Mechanical Association holds its annual fair, in November, which is largely attended, and indicates a high degree of advancement in the agricultural arts. The association also has a floral exhibition in the spring. In Thomasville there are two excellent colleges—Young's Female College and the South Georgia Military and Agricultural College for males. Five churches—Catholic, Episcopal, Methodist, Presbyterian and Baptist; one library association, which contains a well selected library and a number of the leading daily newspapers throughout the United States; Young Men's Christian Association. Two papers are published here—the *Thomasville Times* and *Southern Enterprise*, weekly. The Mitchell House, a new and elegant modern hotel, is kept by Mrs. M. A. Bower, proprietor. The building throughout is composed of the very best materials, fronts 190 feet on Broad street and 88 feet on Jackson; fire-places in every room; the entire building in communication by electricity, using the Electric Enunciator; two grand hallways 190 feet long and 70 feet wide; ventilation perfect, and lighted throughout with gas. Located in the center of the city, the Mitchell house has every advantage the town boasts of. The terms are \$3.00 to \$4.00 per day, \$15.00 to \$25.00 per week, or \$50.00 to \$100.00 per month. The attention paid to the sick in this house is proverbial.

The Gulf House, on Jackson street, near the depot, has room for forty—a nice and convenient stopping place—T. M. Butner, proprietor; rates \$2.00 per day, \$10.00 per week, or \$40.00 per month. The Young House has twelve rooms, with accommodations for fifteen people at \$2.00 per day, \$10.00 per week, or \$40.00 per month. The Waverly House is on Madison street, between Jackson and Washington, and has room for fifty guests at \$2.00 per day, \$10.00 per week, or \$30.00 per month.

Besides these houses, a number of private houses will receive boarders, either transient or permanent, upon liberal terms.

A new livery, to suit the wants of the most exacting, will afford invalids and others ample opportunity of enjoying the fine drives in the neighborhood, which are not equaled in any Southern city, and scarcely surpassed in the North.

The farming lands here are among the best in the State, and the thrift and enterprise of the people are proverbial. Cotton is, of course, the principal crop, but the intelligence of the farmers here does not permit the sole reliance to be placed in

that staple. Grain of all kinds—corn, wheat, oats and rye—are largely produced, and fruits, especially apples, pears and grapes, are grown to perfection, and prove largely remunerative.

The society and morals of this section are excellent, and strangers, coming from whatever section they may, are invariably treated with great cordiality by all classes of citizens. The lands of Thomas county can be bought at from \$1.00 to \$10.00 per acre. Labor is abundant at reasonable rates.

In reference to Thomasville as a winter resort for invalids, we quote the following from a prominent physician:

"A professional experience of nearly thirty years in that portion of the pine belt of our State lying between the Flint and Altamaha rivers, has afforded me ample evidence of its peculiar adaptability to the consumptive. It is of rare occurrence in our travels through that entire district, to find a case of consumption, and when found, it can be, in almost every instance, traced to hereditary transmission. I doubt if there is on the globe any region of country of the same extent more exempt from all diseases of the respiratory organs. I have often been surprised at the rapid improvement in my consumptive cases after removal from the seaboard into that region. I have never seen a case of pulmonary tuberculosis in that section of country that could be attributed to climatic influence. While I do not hesitate to recommend the entire district as a safe resort for the consumptive, I must admit that certain localities therein possess advantages superior to others. With my knowledge of the country, if an invalid, seeking a winter resort, I would select Thomas county, and preferably the town of Thomasville, on account of its elevation, its thorough natural drainage, its pure and delightful freestone waters, its dryness, its equability of temperature, and its remoteness from the sea. This town, with a population of 4,000, is situated in latitude 30 degrees 40 north, and longitude 8 degrees and 40 east. It occupies the greatest elevation of any town between the Atlantic and Gulf of Mexico, at the dividing point of the waters flowing into them—two hundred miles from the former, and sixty miles to the nearest point on the latter, in the midst of a vast pine forest of almost unlimited extent. Thus situated, the winds from the ocean reach it sifted of all saline vapor and moisture, comparatively warm and innoxious. The natural drainage of the town is excellent, fully adequate to the speedy removal of all the water that falls. In a few hours after the heaviest fall of rain the streets are dry, and the atmosphere as clear and balmy as though no rain had fallen. In consequence of the rapidity with which the water is carried off, there is but little absorption, hence but little evaporation, and, as a consequence, less moisture than at other points less favorably situated. There are no bodies of water within eighteen miles of the town, and the nearest river is four miles distant. Fogs, which are the rule on the coast, are the exceptions here. During the past winter the mercury was at the freezing point but three times, and then only for a few days.

"Some months since I addressed a circular letter to all the physicians with whom I am acquainted, as well as to those whose names were furnished me, practicing in the district of country referred to in this report, requesting them to furnish me the number of cases of phthisis pulmonalis coming to their knowledge in their respective counties during the year 1873. Twenty physicians were kind enough to respond. The total number of cases reported is three, two of which are attributed to hereditary transmission; cause of the other not given. Thus, in a population of 50,887, we have but three cases of consumption reported for the year 1873. I am satisfied that no other section of country can make a more favorable report. Surely, a climate where consumption so rarely occurs must be a safe climate for those in whom that disease exists."

The following meteorological observations, covering a period of four years, at Thomasville, are furnished by courtesy of Prof. L. S. McSwain, Vol. Signal Service, U. S. A.:

Altitude 330 feet, latitude 30.50, longitude 84.10.

Relative humidity.....	average 65.00
Temperature in winter.....	" 54.55
Temperature for year.....	" 67.60
Rainfall in winter.....	" 11.09
Rainfall for year.....	" 53.23

Fine hunting and fishing, elegant drives over good roads and through picturesque, rolling country, giving abundant evidence of an intelligent and careful tillage in the luxuriant and diversified crops, all invite the visitor to a protracted stay amid scenes which contribute to health, enjoyment and pleasure.

Cairo, No. 20, Thomas county, Georgia; 214 miles from Savannah; post and express offices; population about 400. A fine, healthy location, in the midst of good oak and pine lands. Fruits and early vegetables are successfully grown. Small game and good fishing in the neighborhood. Boarders accommodated in private families at moderate rates.

Whigham, No. 21, Decatur county, Georgia; 221 miles west of Savannah; is very pleasantly situated on high, rolling land. The healthfulness is unsurpassed, being almost entirely exempt from the malarial diseases which infest many Southern localities. The water in this section is unequaled, both for abundance and quality. A never-failing spring, equal in its character to the far-famed water of the hill country, is near the depot, discharging daily ten thousand gallons of pure cold water. The town is regularly laid out and incorporated, containing two good boarding houses, six stores, two churches, a good academy, post office and express office. Two miles west is a large turpentine distillery. The land around this place is well adapted to agricultural purposes—both pine and hommock—lies well and is of full average grade of fertility. It surpasses any region around as a fruit growing section. Land ranges in price from \$1.00 to \$8.00 per acre. Six miles north is a remarkable natural curiosity, known as the "Lime Sink," where a creek suddenly falls over a perpendicular precipice, descending into the bowels of the earth about 100 feet. It then disappears mysteriously under ground. This channel has been explored for a distance of 200 yards from the point of its wonderful disappearance. Further exploration was prevented by a large river. About two miles from the "Lime Sink" is another remarkable natural curiosity, called the "Blowing Cave." Through an opening in the earth, nearly twelve inches in diameter, a strong current of air is ever passing. During the morning, or first half of the day, the air escapes from the opening, but throughout the afternoon, or latter part of the day, the direction of the current is reversed, and is drawn into the opening by some unseen power of suction, said to be sufficiently strong to draw into the cave a handkerchief, or any other light body. This village offers to the immigrant seeking a desirable location, many inducements.

Climax, No. 22, 227 miles from Savannah, in Decatur county, Georgia; telegraph and post office. At this point the extension of the line to Chattahoochee, Florida, is begun, and it is confidently anticipated will be completed by the first of January, 1883. At Chattahoochee connection will be made with the Pensacola and Atlantic Railroad, 160 miles from Pensacola, which will be completed through about the same time. Thus a direct and short-line connection is made for the South-western cities—Pensacola, Mobile, New Orleans, and for all points in Texas. The recent completion of the Texas system of railways to a junction with the Southern

Pacific Railway, makes the Savannah, Florida and Western Railway the great thoroughfare of railway communication between the Atlantic cities, North and South, and the Pacific coast—a highway never blocked by snowdrifts or impeded by frost and ice—a route of travel through bright climes and cities; flashing in a winter sunshine, while less favored lines struggle in the cold embraces of the remorseless Ice-King.

The great advantages to result from this connection of the Southwest with the Atlantic seacoast can be but dimly foreshadowed; but, with the completion of the line an assured fact in the very near future, an immense change will be wrought in the channel of traffic—a change which must work corresponding advantages to the sections linked anew with the iron bands of commerce.

Bainbridge, No. 23, Decatur county, Georgia; the present terminus of the Savannah, Florida and Western Railway; telegraph, post and express offices; county seat; population 1,800. Situated on the east bank of the Flint river, about 50 feet above the stream, beautifully shaded with oaks; average annual temperature, 65; healthful, and climate in winter particularly favorable to the Northern invalid. This place does a thriving business with the various landings on Flint, Chattahoochee and Apalachicola rivers. Steamboats, making semi-weekly trips on these rivers, bring a large amount of cotton to Bainbridge, for shipment to Savannah. The *Weekly Democrat* is published here.

Hotel, Sharon House, lately rebuilt and refurnished; accommodations for 75; rates, \$2.50 per day, \$10 per week; reduced rates to families. There are also several private boarding houses with good accommodations at moderate rates. Fine fishing and hunting in the vicinity.





THE LAND OF FLOWERS.

ALBANY DIVISION
OF THE
SAVANNAH, FLORIDA & WESTERN R'Y.
FROM THOMASVILLE, GA., TO ALBANY.

T**HOMASVILLE**, Thomas county, Georgia; 200 miles from Savannah. (See page 13.) Four miles west of this place the road crosses the Ocklocknee river.

Ocklocknee, Thomas county, Georgia; 211 miles from Savannah; post and express offices. Within $2\frac{1}{2}$ miles is the finest water power in Southwest Georgia, amply sufficient for a cotton factory. Within five miles is a fine mineral spring; it is large and perfectly transparent, beautifully situated, and with a small outlay of capital could be made a popular summer resort; it is situated opposite the 216 mile post, and about 500 yards from the line of road. The health of this place cannot be surpassed.

Pelham, Mitchell county, Georgia; 224 miles from Savannah. This section of country offers superior inducements to manufacturers of naval stores. Timber plentiful and convenient to line of railroad. Only one man engaged in the business here; plenty of room for more. Hands are easily had that understand working the trees, such as cutting boxes, hacking, etc.

Camilla, Mitchell county, Georgia; 232 miles from Savannah; telegraph office; county seat. This is a pleasant little village, well located in a fine cotton growing country. Population 800. Truck farming has proven abundantly successful. The health of the town is proverbial. A hotel furnishes accommodations for about 30. Good fishing in the vicinity, and the quail shooting is unsurpassed. A hack line plies regularly to Newton on the Flint river. The lands of this section are well adapted to cotton growing, and a considerable manufacture of naval stores is carried on here. The people are intelligent and hospitable and well disposed toward strangers.

Baconton, Mitchell county, Ga.; 242 miles from Savannah; post office.

Hardaway, Dougherty county, Ga.; 250 miles from Savannah; post office.

Albany, Dougherty county, Ga.; 258 miles from Savannah terminus of the Albany Division, S. F. & W. Railway, and connected with Macon, Ga., by a branch railroad from Smithville to Arlington, 106 miles from Macon, with Brunswick by the B. & A. R. R., 171 miles from Brunswick.

Telegraph office, county seat. Population, 3,500. The *News and Advertiser*—daily and weekly—is published here. There are two female academies, one male high school and numerous private schools in the place.

The following religious denominations are represented: Baptist, Methodist, Presbyterian, Catholic, Episcopalian and Hebrew. All have neat houses of worship and regular services.

There is a Telephone Exchange connecting the principal business houses.

During the past year, an artesian well, 650 feet deep, was bored, which gives a constant flow of thirty gallons per minute of the purest water. It is surmounted with a beautiful fountain. There are two other wells under contract and being bored within the city limits.

Hotels. Barnes' House can accommodate 50 guests at \$2.00 per day. \$10.00 per week, \$35.00 per month.

Bogen House can accommodate 40 guests at \$2.00 per day, \$10.00 per week, \$30.00 per month. Private families will also take boarders at moderate rates.

From the central location of this town, being the termini of three railroads and surrounded by the best cotton lands in the State, it bids fair to become a prosperous city. There are from 25,000 to 30,000 bales of cotton shipped from this point annually. There are four large warehouses for the storage and sale of cotton. Three mills, two machine shops and one foundry.

Albany possesses in Flint River, a source of unlimited water-power which, when utilized in the establishment of cotton and other factories, must prove a source of wealth and prosperity, while its transportation facilities make it a competitive commercial centre from which it derives considerable advantages.

The U. S. Fish Commission have recently stocked Flint River at this point with 100,000 young shad, and large numbers of German carp have been distributed. The streams and lake are well stocked with bream, trout and other fish. A good many deer and some bear with abundance of small game, afford amusement for the sportsman.



LIVE OAK DIVISION
OF THE
SAVANNAH, FLORIDA & WESTERN R'Y.
FROM DUPONT, GA., TO LIVE OAK, FLA.

DUPONT, Clinch county, Georgia; one hundred and thirty-one miles from Savannah.

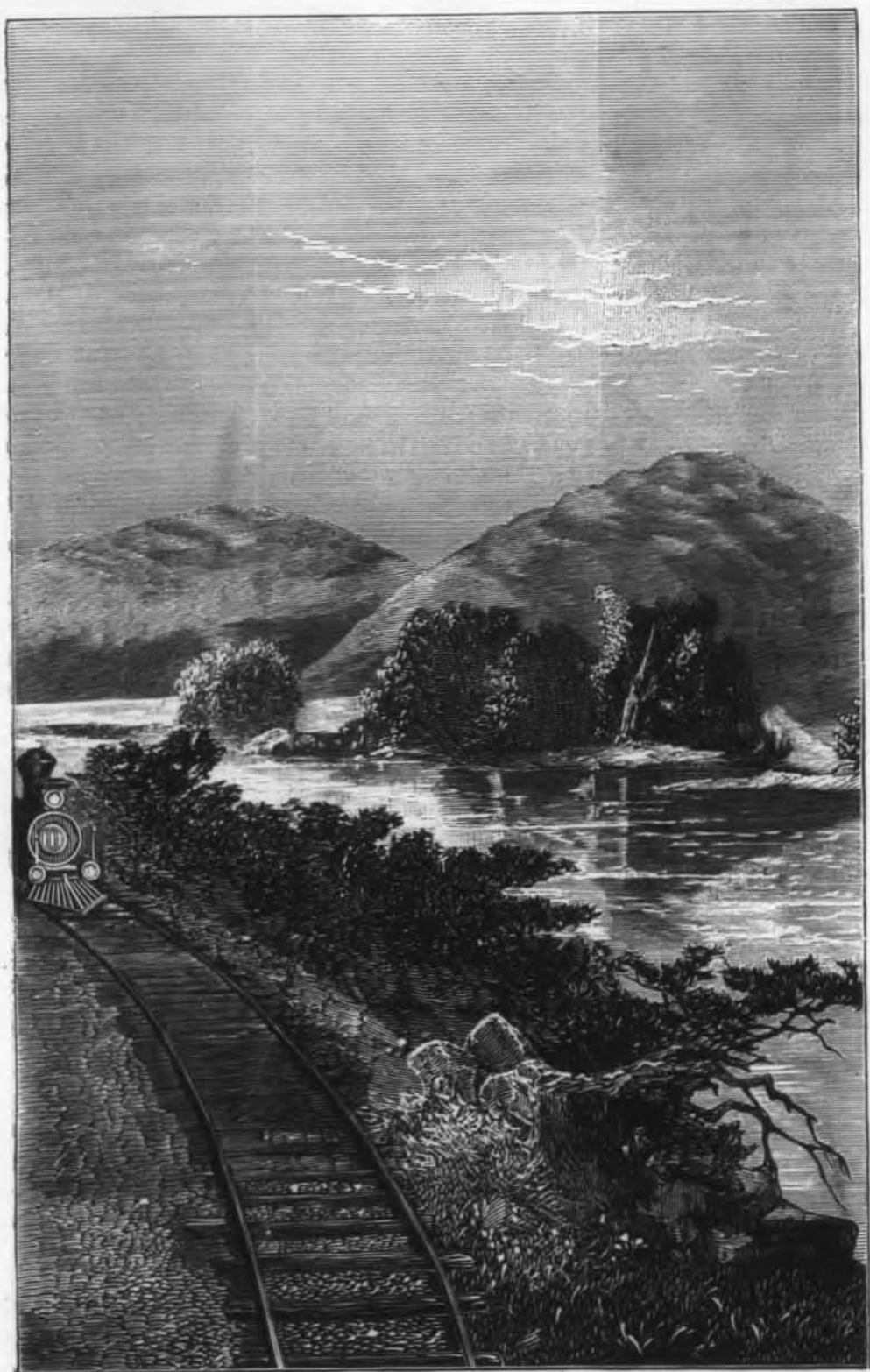
Statenville, Echols county, Georgia; 150 miles from Savannah; post-office; county seat of the same name, distant six miles. Six miles west of this station, the road crosses the boundary line between Georgia and Florida.

Jasper, Hamilton county, Florida; 163 miles from Savannah; county seat; is situated in a productive and improving section, with health and a good soil to offer settlers. Truck farming and melon raising have been successful, and the staple crops of cotton, grain, rice, corn, potatoes, are grown profitably. The town is under a good municipal government, and has churches and good schools. The *Hamilton County Times* is published weekly at this place.

Jasper is the distributing point for the trade of several adjacent settlements. White Springs, Tyner, Belmont, in the eastern side of the county, and Jennings, Hamilton and Bellville on the western side. No regular hotel is kept, but a number of private houses furnish good board at reasonable rates. Passengers for the White Sulphur Springs can get conveyances at this point.

Marion, Jasper county, Florida; 168 miles from Savannah.

Suwannee, Suwannee county, Florida; 172 miles from Savannah; 90 miles from Jacksonville, and 89 miles from Tallahassee, the capital of the State. One mile east of this station, on the south bank of the Suwannee river, are situated the Lower Mineral Springs, which attained great popularity previous to the war as a watering place, being visited by a great many persons from Southwestern Georgia and Middle Florida. A hotel was formerly kept here, but being destroyed by fire has never been rebuilt. The well-known medicinal properties of these springs in rheumatic disorders, and the great natural beauty of the surroundings, have continued to attract visitors who have been obliged to "camp out" while here. Recently, however, a company of wealthy men have acquired the property, and will at once proceed to establish it as a health and pleasure resort. A fine hotel will be built, and the springs arranged for drinking and bathing purposes, and will, no doubt, attract a large number of visitors. The curative power of the springs was well known to the Indians, who were accustomed to resort hither at regular seasons to drink and bathe at these clear, cold sulphur springs. The lands on the Hamilton county side of the Suwannee, north of the springs, are very valuable for agricultural purposes; those on the Suwannee county side are light pine lands, and consequently not so valuable.



"WAY DOWN ON THE SUWANNEE."

Rixford, Suwannee county, Florida; 175 miles from Savannah, 86 miles from Jacksonville, and 87 miles from Tallahassee. This is a new settlement, and the point at which the Eagle Turpentine and Naval Stores Manufactory is located, one of the largest of the kind in Florida.

Live Oak, Suwannee county, Florida; 179 miles from Savannah, 82 from Jacksonville and Tallahassee; Western Union telegraph station, post office and agency of the Southern Express Company; population about 1,500; county seat of Suwannee county. It takes its name from the live oak sink, which was a celebrated landmark with the early settlement of this portion of the State, from 1824 until it was selected by the engineers in locating the branch road as the starting point to connect with the Georgia system. The live oak tree which marked the sink, and gave to it the name, is now dead, having been destroyed by the rising of the water in the sink, caused by the railroad embankment, which obstructed the outlet. Truck farming is carried on extensively at this point, and large quantities of vegetables are shipped to the Northern and Northwestern cities every season. Formerly this point was the gateway of all the traffic to and from Florida by rail; but since the completion of the Waycross Cut-off, a large portion of the traffic has sought East Florida by the way of Jacksonville and Callahan. What it may have lost by this diversion, however, promises to be restored in the connection afforded by the Rowland's Bluff, Tampa and Charlotte Harbor Railroad, which has its starting point here.

Three hotels minister to the wayfarer at this point; rates \$2.00 per day or \$25.00 to \$30.00 per month. The largest naval stores manufactories in the world are located near here, and several mills and gins worked by steam power, give a local importance to the place. From its situation as a railway center, Live Oak is destined to become an important point in Florida.

THE SUWANNEE RIVER.

The song-writer who embalmed the name of this stream in the verses which are world-wide in their fame :

"Way down upon the Suwannee ribber,
Far, far away;
Dar's whar my heart is turning ebber,
Dar's whar de ole folks stay.
All around de whole creation,
Ebery where I roam,
Sighing for de ole plantation,
And for de ole folks at home."

builded better than he knew. The words are homely and simple, but the rude plantation dialect is the vehicle of a sentiment that touches the universal heart.

The name of the river is not wholly aboriginal. The pious Spanish pioneer christened it the San Juan (*San Wan*), which the Indians softened to Suwannee, adding the musical termination which marks all their geographical names.

Rising in Southern Georgia the river flows through Florida in a series of sweeping curves, emptying into the Gulf of Mexico a few miles north of Cedar Keys. Above the Santa Fé, its principal tributary, it flows through a section of pine lands, but below its junction with that stream it passes through much valuable hammock land.

Many locations on its banks possess an heroic and romantic interest. The famous "Old Town," celebrated even in aboriginal times, Fort Fanning, and other places, still preserve the history of the race that battled manfully for their lands

against a superior civilization, maintaining a long, yet finally hopeless struggle, and yielding only to retire to the fastnesses of the Everglade, where, for generations, a small band has remained, the last of their race, still unconquered. Their arrows have rung against the cuirass and buckler of the mail-clad Spaniard, and the crack of their rifles, and their stirring war cry have been sounded in the ear of the latest possessors of their fields and hunting grounds. Their rivers have run with the blood of their braves, mingled with that of their foes, and the banks of the Suwannee have witnessed many a fierce struggle of these dark warriors with their pale faced foes.

This river is navigable for light draught steamboats for some miles above Rowland's Bluff, and a fine trade will be opened upon the completion of the railroad.

THE LIVE OAK & ROWLAND'S BLUFF RAILROAD, AND THE LIVE OAK, TAMPA & CHARLOTTE HARBOR RAILROAD.

The construction of the above named lines of railway will open up some of the best portions of Florida to the benefits of transportation. A fine section will invite settlers and visitors to its advantages of soil and climate, and a shorter and speedier system of transportation to South Florida will render available the products of that semi-tropical clime. A virgin forest will yield up its treasure of lumber and naval stores, and a soil practically inexhaustible will plentifully reward the toil of the farmer. The peculiar products of Florida may there be raised in security against frost—while the sportsman will find ample employment for his gun and rod.

The railroad has been completed to New Branford (Rowland's Bluff) a distance of 24 miles, and long ere this volume will be in the hands of its readers, the shrill scream of the locomotive, that herald of advancing civilization, will announce to the primeval forest and stream the approach of that power which will make the wilds blossom as the rose.

The following stations and distances from Live Oak have been established: Padlock, 5 miles; Pine Mountain, $8\frac{1}{4}$ miles; McAlpine, 11 miles; O'Brien, 18 miles; New Branford, 24 miles.



JACKSONVILLE DIVISION

OF THE

SAVANNAH, FLORIDA & WESTERN R'Y.

W**A****YCROSS** the initial point, Ware county, Georgia; 96 miles from Savannah. At this point, the new line to Florida diverges from the main line, and the traveler finds himself journeying over a splendid roadway of recent construction, but bearing evidence, in its stability and comparative smoothness, of the watchful superintendence that has been exercised in every detail of its appointment.

Braganza, Ware county, Georgia; 103 miles from Savannah. Although recently established, this place has some importance as a shipping point for lumber and naval stores.

Fort Mudge, Ware county, Georgia; 111 miles from Savannah. During the Florida war with the Seminole Indians, this was a military post, and was once or twice besieged by the Indians. The remains of the old block house are still to be seen.

Race Pond, Charlton county, Georgia; 117 miles from Savannah; so called from its having been a favorite point with the Indians for racing their ponies, the nearly circular banks of a pond in the vicinity affording them a well-adapted location, and bearing signs to this day of having been so made use of.

Spanish Creek, Charlton county, Georgia; 124 miles from Savannah.

Folkston, Charlton county, Georgia; 130 miles from Savannah; telegraph, express and post-offices. This bids fair to become the most flourishing town on this division. Already a number of houses have been erected, and the importance of the commercial interests centering here will undoubtedly make it a place of note. Centre Village and Traders' Hill, in the vicinity, have long been known as trading posts for this section.

One hotel and private house will care for the visitor at moderate rates. \$1.50 per day, \$15 to \$40 per month. Six miles from this point are the famous Brooks Mineral Springs on the Georgia side of the St. Mary's River. A hotel is projected at that point for the accommodation of visitors. Conveyance can be had at Folkston for this spring. The St. Mary's River is $2\frac{1}{2}$ miles from here, affording good hunting and fishing.

Six miles west of Folkston is the

GREAT OKEFENOKEE SWAMP,

abounding in game and fish of all kinds; deer, bear, panther, wild cat, turkey, geese, ducks and small game innumerable abound. Despite the weird and uncanny

tales told of its dark and forbidding depths, and the strange attraction for the marvelous the unknown always possesses, the few hardy explorers who have ventured its terrors, bring back reports strangely differing from the fanciful rumors that have clothed it with such dread. They tell us of broad open Savannas, where the streams meander in graceful curves, of wooded islands varying in extent, and while swamp and thicket abound in localities, the hunter can always find a dry spot for his camp. It is well suited for camping and boating, and many a trophy of hide and hoof and wing and scaly beauties are temptingly waiting for hunter and angler. Sportsmen can obtain guides and boats in the Okefenokee, and conveyances between Folkston and the Swamp daily if required.



This is the last station in Georgia. The road soon begins to descend in the valley of the St. Mary's River, and upon a piece of beautiful trestle-work which sweeps majestically in graceful curving, terminated by a substantial iron bridge, the traveler is borne over the bosom of the tranquil river and finds himself at last in the Land of Flowers.

Boulogne, Nassau county, Florida; 135 miles from Savannah, is the first station in Florida to receive the traveler. As yet but little evidence of activity characterizes this location, but its position, near the head of navigation on the St. Mary's River, must in time lend it importance.

Hilliard, Nassau county, Florida; 142 miles from Savannah; a point promising well for future prosperity. At this point a large lumber interest is springing up, and some good land can be found in the vicinity. Hilliard & Bailey have a large saw mill at this point connected by a railway with King's Ferry, on the St. Mary's.

Dyal, Nassau county, Florida; 147 miles from Savannah; a station in the midst of a thriving development of the forest products, lumber and naval stores.

Callahan, Nassau county, Florida; 152 miles from Savannah; post, telegraph and express offices. This is the junction point with the Florida Transit and Peninsular Railroads. At this point connection is made for Fernandina, Gainesville, Waldo, Ocala, Silver Springs, Cedar Keys, and the Gulf Coast. It is here that the large and constantly increasing fruit and vegetable traffic of South Florida is transferred to the Waycross Short Line under the well devised system of the Florida Dispatch Fast Freight Line. Callahan is rapidly increasing in population and importance, and will become one of the principal railroad stations in the State.

Dinsmore, Duval county, Florida; 160 miles from Savannah. Up to this time our journey through the pine woods may have suggested something of monotony in the oft-recurring similarity in the view, but to an observant eye there is ever something inviting in the appearance of the pine woods present. The tall, majestic trees, with dark, evergreen foliage; the green grass at their feet, decked throughout the year with wild flowers of varied form and hue; the soft carpet of pine straw inviting to repose, to a lullaby chanted, weird and solemn in the sighing of the wind among the trees, recalling childhood's reveries and fancies—quaint and sweet to dwell upon—when the imagination found in nature its own peculiar interpretation. One would fain revive those days, lying prone on the straw carpeting and gazing through the trees into the azure depths of a Florida sky, with its floating fleeces of cloudy drapery languidly drifting overhead.

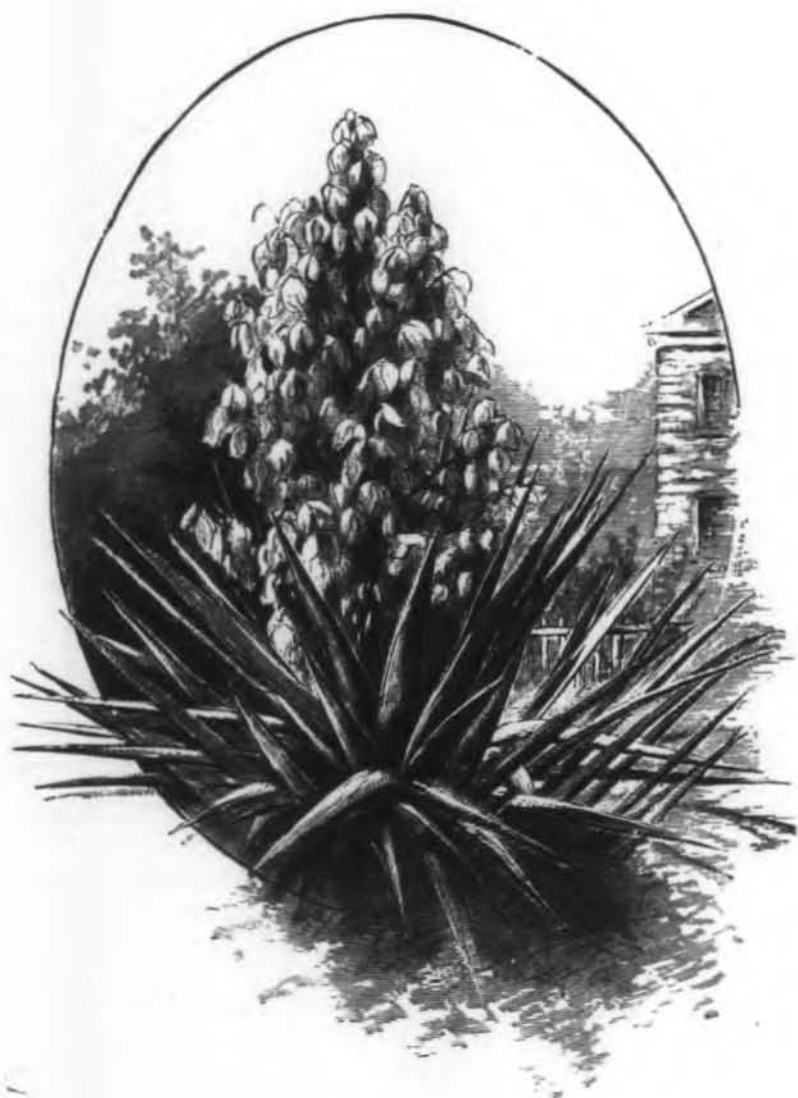
But we must arouse from these day dreams, for the flashing of the sunbeams on the beautiful Welaka warns us that our "Winter City in a Summer Land" is already in sight, and the slackening of the speed of our train, as it rolls into the passenger station, tells us our goal has been reached.

Jacksonville, Duval county, Florida; 172 miles from Savannah; county seat and principal commercial point in Florida. This city, with a population of 10,500, possesses a thriving trade, and by its situation affords a most convenient stopping place for the traveler, as all the rest of the State is most accessible from this place. Its transportation facilities, whether by rail or water, are most advantageous, and its inland commerce and shipping interests are large and increasing.

It is a neatly built and well-ordered city, with a complete system of water supply and sewerage, police and fire departments, street railways and telephone exchange. By its fast mail and telegraphic communication the sojourner finds himself in near relations with all the commercial centers, and may, if he pleases, every day read the New York journals of the day before. Two daily papers, with the Associated Press dispatches, are published here, and everywhere evidences of thrift and progress are to be met with.

But the crowning glory of Jacksonville is in her hotels. In these superbly arranged and well-kept establishments the traveler finds every comfort and elegance, and the excellence of *menu* and *cuisine* might well make him forget the distance from the markets of the metropolis. Among the larger houses, the St. James, Windsor, Carleton, Duval and Everett, have each excellencies of their own, and the traveler finds himself fortunate at all. All of the hotels are conveniently located, and accessible by street railway from the depots and various landings of the river boats.

Many of the streets running parallel with the river are shaded by large trees, which present charming vistas in every direction, and the glimpses of water and woodland scenery on either side, combine to render the drives near Jacksonville charming. It is here that the fashionable society of Newport, Long Branch, the "Greenbrier White" or Waukesha finds agreeable and surprising re-unions, while the open air promenades, drives and boating parties, recall pleasantly last summer's experiences; and the ice and snow left behind but two or three days since are forgotten, save to intensify the enjoyment of the delicious winter climate of Florida.



FLORIDA

THE fable of that fountain of eternal youth, which was supposed to exist in "the Floridas," and which tempted that battle-scarred veteran, Ponce de Leon, to seek the shores of that sunny land, in order to restore the energy and fire of youth he so ardently longed for, has its best interpretation in the health-giving and health-restoring climate of that famed land, now so well-known and so justly appreciated. Much has been written of its attractions, and to dwell upon them is but a twice told tale to many who have visited its resorts and experienced the benefits of its genial sunshine, but there must be many, of necessity uninitiated, and for their benefit we will give a few points.

This State is being fully appreciated by tourists, and has been known long enough to have its regular visitors, to say nothing of the constant flow of new comers from all parts of the United States. Those who have visited it are satisfied that no other locality equals the St. Johns and Ocklawaha rivers in picturesque variety of beautiful scenery, or in facilities for boating, fishing and hunting.

The attractions to be found in Florida draw the same visitors there again and again. The many persons who visit this section annually are glad when they arrive and loth to depart.

The searcher after historical reminiscences will find much of interest in traces of Spanish occupation for centuries back, especially in the vicinity of St. Augustine.

At the usual resorts for tourists can be found hotels and private boarding houses that offer the comforts of a home and the attractions of fashionable society.

For a hundred years past, this State has been known at home and abroad as one of the most healthful localities in the world.

The thermometer seldom rises above 90 degrees in the summer, or falls below 30 degrees in the winter.

Northerners have long resorted here, to find in the mild and genial climate relief from the frigid temperature at home. Those who, from frequent visits and repeated experiments, are best able to form an opinion, unite in declaring the climate of Florida unequalled by any other section of country for comfort and health.



THE SOIL OF FLORIDA.

FLORIDA is a vast peninsula—"new born of the sea"—the most southern, and, therefore, the most tropical division of our country. It extends southward nearly four hundred miles between two oceans, with an average breadth of more than one hundred and twenty-five miles. Its surface is not, as has been generally supposed, one continuous morass, but principally a sandy, rolling country, and for the most part covered with immense forests of yellow, or pitch pine, interspersed with densely and heavily wooded strips or patches, called hammocks. The whole State lies upon a vast bed of coral, raised in the sea and covered with a stratum of sand, largely mingled with pulverized or decomposed coral and sea shells. In some parts of the State this decomposed coral has become concrete, forming a sort of lime rock, and in others the sea shells, more or less broken, have also concreted, forming a layer of peculiar rock, called "coquina." In many portions of the State clay is also found near the surface, not often pure, but mingled with the silicalcareous and coralline elements. Such is the foundation of the soil over the whole peninsula. With the addition of a vegetable mould which, in the course of time accumulates from the rank growth, which in the tropical climate of Florida make the lands powerfully productive, over a larger portion of the high lands, exhausting fires (kindled by the Indians and frontier settlers), have swept from time to time, destroying nearly all of the decayed, and even living vegetable matter, except the pines. These seem to be little affected by the burning, but flourish enormously almost everywhere, loading the air with their peculiar and healing fragrance.

The lands of Florida are very curiously distributed, and may be designated high hammock, low hammock, swamp, savanna, and the different qualities of pine land. Most persons looking at our country, are greatly at a loss how to judge of the character of these various soils they meet with here, their comparative fertility and desirability. Persons who are good judges in other countries, distrust their ability to judge properly here. The plentiful admixture of lime found in all the soil of East Florida, in connection with a moist and warm atmosphere, renders all our soils both more free and lasting than appearances would warrant. The general character of the Florida soil is light and sandy, not calculated to sustain a continued and exhaustive system of cropping. Those who come with this intention, after a few years of varied success, are soon compelled to take up the march still further westward, and leave in the comparatively barren and exhausted soil behind a melancholy testimony of agricultural ignorance and folly; a cause of just contumely and reproach from the better informed who may succeed them. The pine regions are covered generally with what is known as the wire grass, an unfailing indication of poorness, and the dwarf palmetto is also a marked and accompanying characteristic of such soils. The hammock lands are designated indiscriminately throughout the State, and are of universal interest, whether to the agriculturist, the botanist, or

lover of the picturesque. These lands are of two kinds—the gray and the clay. The former are soon exhausted, but the latter, in their character of durability and strength, simulate alluvial soils. Both have attracted the chief attention of the traveler, for in them is vegetation most rank, luxuriant, diversified and beautiful. One realizes, upon entering a hammock, the astuteness of the savage in making such a locality the theatre of his covert, concealed, and deadly mode of warfare. Here the bright, dazzling, and sickening light of a summer's midday sun is converted into the picturesque, refreshing, and soul-breathing shade of a welcome twilight—here the shades of night anticipate the closing hours of day, and ere light has yet passed from the earth, here is “the blackness of utter darkness” rendered visible.

Let us here give a brief sketch of the different descriptions of the lands of Florida.

Pine lands (yellow pine) form the basis of Florida. These lands are usually divided into three classes, denoting first, second, and third-rate pine lands.

That which is denominated “first-rate pine land,” in Florida, has nothing analogous to it in any of the other States. Its surface is covered for several inches deep with a dark vegetable mold, beneath which, to the depth of several feet, is a chocolate-colored sandy loam, mixed, for the most part, with limestone pebbles, and resting upon a substratum of marl, clay, or limestone rock. The fertility and durability of this description of land may be estimated from the well-known fact that it has, on the upper Suwannee, and in several other districts, yielded during fourteen years of successive cultivation, without the aid of manure, four hundred pounds of Sea Island cotton to the acre. These lands are still as productive as ever, so that the limit of their durability is still unknown.

First-class pine lands are generally preferred by small planters to any other, and they have always been found productive and valuable. Indeed, it is believed that the pine lands of Florida are superior to any pine lands in the South for their fertility, yielding good crops in their natural state, and, when trodden by cattle, becoming equal to rich hammock land. There has been seen, early in the season, cane having twenty joints and well matured, grown upon Florida pine lands, and the sugar made from such lands is generally of superior quality. These lands are not appreciated as they should be; they are the easiest cleared and cultivated, and some of them but little inferior to the hammocks. For cotton, vegetables and sugar, they are just as good, if not better. The occasional appearance on the surface in pine or hammock of lime rock is an evidence of strong land.

The “second rate pine lands” which form the largest proportion of Florida, are all productive, and can, by a proper system of cultivation, be rendered much more valuable than the best lands in Texas. These lands afford fine natural pasturage; they are heavily timbered with the best species of yellow pine; they are, for the most part, high, rolling, healthy and well watered. They are generally based upon marl, clay or limestone. They will produce for several years without the aid of manure, and when “cow penned” they will yield two thousand pounds of the best quality of sugar to the acre, or about three hundred pounds of the best sea island cotton. They will, besides, when properly cultivated, produce the finest quality of Cuba tobacco, oranges, lemons, limes and various other tropical productions, which must, in many instances, render them more reliable than the best bottom lands in more northern States.

Even pine lands of the “third” rate, or most inferior class, are by no means worthless under the climate of Florida. This class of land may be divided into two orders—the one comprising high, rolling, sandy districts, which are sparsely covered with a stunted growth of “black jack” and pine; the other embracing low, flat, swampy regions, which are covered with invaluable timber. The former of

these, as is now ascertained, are, owing to their calcareous soil, well adapted to the growth of Sisal hemp, which is a valuable tropical production. This plant (the *Agave Sisalana*), and the *Agave Mexicana*, or Mexican hemp, also known as the *Magney*, the *Pulque Plant*, the *Century Plant*, etc., have been introduced into Florida, and they both grow in great perfection on the poorest pine lands of the country. As these plants derive their chief support from the atmosphere, they will, like the common air plant, preserve their vitality for many months, when left out of the ground. It is scarcely necessary to add that the second order of the third-rate pine lands, as here described, is far from being useless. These lands afford a most excellent range for cattle, besides being valuable for their timber and the naval stores which they can produce.

There is one general feature in the topography of Florida which no other country in the United States possesses, and which affords great security to the health of the inhabitants. It is this, that the pine lands, which form the basis of the country, and which are almost universally healthy, are nearly everywhere studded, at intervals of a few miles, with hammock lands of the richest quality. These hammocks are not, as is generally supposed, low, wet lands; on the contrary, they are high, dry, undulating lands that never require either ditching or draining. They vary in extent from twenty acres to twenty thousand acres, and will probably average five hundred acres each. Hence, the inhabitants have it everywhere in their power to select residences in the pine lands, at such convenient distances from the hammocks as will enable them to cultivate the latter without endangering their health. Experience has satisfactorily shown that residences only a mile distant from cultivated hammocks are entirely exempt from malarial disease, and that the negroes who cultivate the hammocks and retire at night to pine land residences, maintain perfect health. Indeed, it is found that residences in the hammocks themselves are generally perfectly healthy after they have been for a few years cleared. In Florida the diseases which result from these clearings are generally of the mildest type (simple and remittent fevers), while in nearly all of the other Southern States they are most frequently of a severe grade of bilious fever.

The topographical feature here noted, namely, a general interspersion of rich hammocks, surrounded by dry, rolling, healthy pine woods, is an advantage which no other State in the Union enjoys; and Florida forms, in this respect, a striking contrast with Louisiana, Mississippi and Texas, whose sugar and cotton lands are generally surrounded by vast alluvial regions, subject to frequent inundations, so that it is impossible to obtain, within many miles of them, a healthy residence.

The lands which in Florida are, *par excellence*, denominated "rich lands," are, first, the "swamp lands;" second "low hammocks;" third, "high hammocks;" and fourth, "first rate pine, oak and hickory lands."



THE CLIMATE OF FLORIDA.

THE situation of Florida, in the southern part of the temperate zone, between two seas, the great Atlantic Ocean and the Gulf of Mexico, and embracing six degrees of latitude, and as many of longitude, appears to be the natural cause of the goodness of its climate; for, on the one hand, a southern latitude exempts it from all the inconveniences of extreme cold of a maritime situation; and its lying within the course of the sea breeze that daily



blows across the peninsula, is the cause that the heat of the sun in summer is mitigated by the freshness of the sea air, which, in a hot climate, is much more salutary than the air of an extended continent. All America, to the north of the river Potomac, is greatly incommoded by the severities of the weather for two or three months in the winter. In Florida there is, indeed, a change of the seasons, but it is a moderate one. In November and December many trees lose their leaves, vegetation goes on slowly, and a slight trace of winter is perceived. In the northern part of Florida, above 29 or 30 degrees of latitude, there occur frosts, but not very frequent.

The fogs and dark gloomy weather so common in England and other countries so much surrounded by the sea, are unknown in this country. At the equinoxes, especially the autumnal, the rains fall heavily every day between eleven o'clock in the morning and four in the afternoon, for some weeks together. When a shower is over the sky does not continue cloudy, but clears, and the sun appears again. The mildness of the seasons and the purity of the air are probably the cause of the healthfulness of this country. The average number of sunny fair days in the year is 250.

William Stark says: "It is an indisputable fact, which can be proved by the monthly returns of the Ninth Regiment in East Florida, that it did not lose one single man by natural death in twenty months, and as that regiment performed duty in several forts at different distances, it proves, in the most satisfactory manner that the climate is healthy in the different parts of the province."

The peninsula of Florida is not broad, and as it lies between two seas, the air is oftener refreshed with rain than on the continent. The entire absence of the sun for eleven hours, makes the dews heavy, and gives the earth time to cool, so that the nights in summer are less sultry here than in the northern latitudes, where the sun shines upon the earth for sixteen or seventeen hours out of the twenty-four. The heat which in South Carolina, and in the southern part of Europe, is sometimes intolerable for want of wind, is here alleviated by a sea breeze in the day time and a land wind at night. It is only in and near the tropics that the land and sea breezes are at all uniform, or to be depended upon.

Dr. Torrey says: "Compared with the other regions of the United States, the peninsula of Florida has a climate wholly peculiar. The lime, orange and the fig find their genial temperature; the course of vegetation is unceasing; culinary vegetables are cultivated in all seasons, and wild flowers spring up and flourish in the month of January; and so little is the temperature of the lakes and rivers diminished during the winter months, that one may almost at any time bathe in their waters. The climate is so exceedingly mild and uniform, that besides the vegetables of the Southern States generally, many of a tropical character are produced. The palmetto, or cabbage palm, the live oak, the deciduous cypress, and some varieties of the pine, are common farther north, but the *lignum vitæ*, mahogany, logwood, mangrove, cocoanut, etc., are found only in the southern portions of the peninsula. In contemplating the scenery of Florida in the month of January, the Northern man is apt to forget that it is a winter landscape. To him all nature is changed; even the birds of the air, the pelican and flamingo, indicate to him a climate entirely new."

Such is the mildness of the climate, and the humidity of the atmosphere, and the exemption from frost, that all the tropical fruits will grow in Southern Florida as far north as 27 degrees, thus affording a boundless field to the horticulturist for obtaining wealth and pleasure in their cultivation.

As has been well expressed, it is "an evergreen land, in which wild flowers never cease to unfold their petals."



THE ST. JOHNS RIVER.

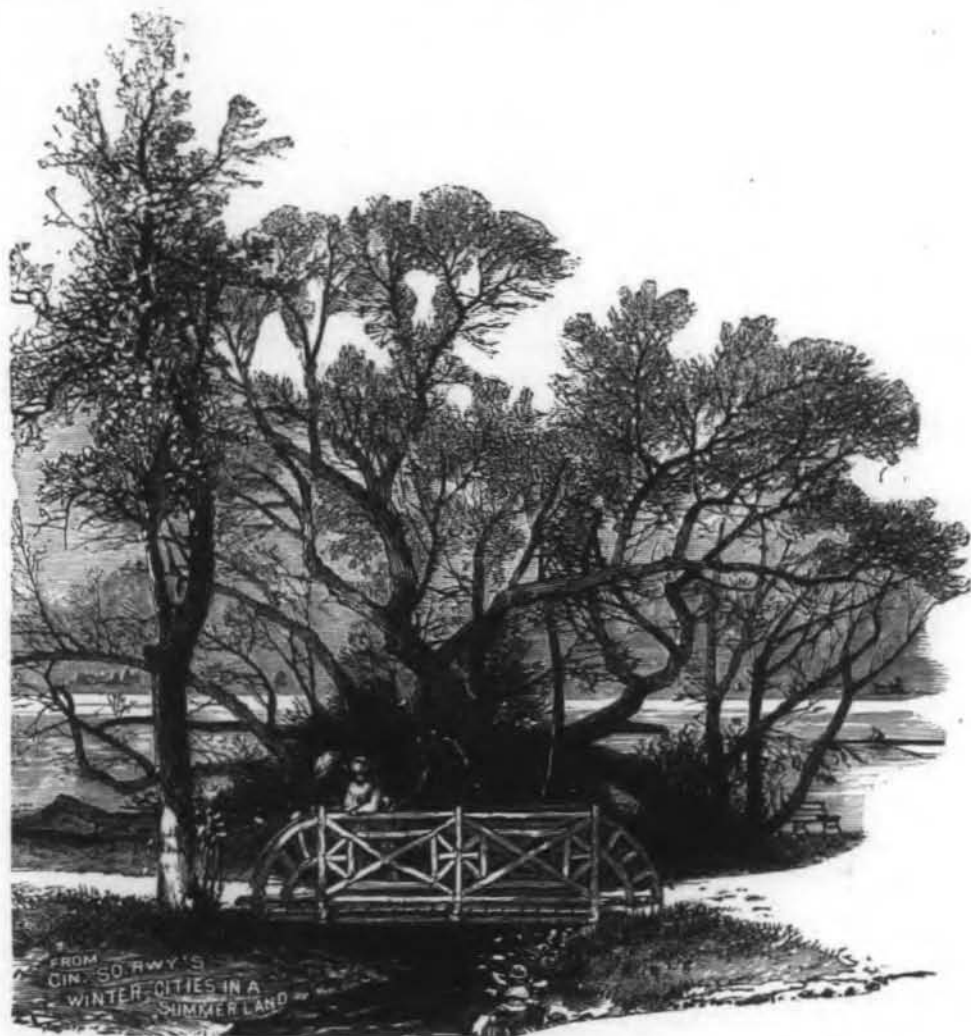
THIS magnificent and capacious body of water, characterized for its waywardness by the Indians as "We-la-ka," meaning that "It has its own way"—flows through East Florida, almost due northward, for 400 miles, until Jacksonville is reached. It then runs directly east into the Atlantic Ocean. It seems to be formed by the numerous small streams from the unexplored regions of the Everglades, though its real source is unknown. There are but few streams in the world that present a more tropical appearance along their whole course. We find orange groves—bitter and sweet—dipping their gold-dappled boughs into its tepid waters; on its banks rise the stately magnolia, in all its pride, steeping the atmosphere in its rich perfume. The waters of this noble stream are of a dark blue, and slightly brackish in taste, as far up as Lake George.

The entrance to the St. Johns River is marked by a light-house on its south side. Latitude $30^{\circ} 23' 37''$, longitude $81^{\circ} 25' 32''$ west from Greenwich. This light-house in a red tower shows a white light at an elevation of 84 feet above the sea, and is visible at a distance of fifteen miles. The town of Mayport, the quarantine post and anchorage, is to the left upon entering the river; nearly opposite is Pilot Town, and a few miles further on the right is Yellow Bluff. No place of importance, however, is met with, until Jacksonville is reached.

Leaving Jacksonville, which has already been described, the following is a list of the landings, with distances from Jacksonville. The asterisk (*) indicates points on the west bank of the river:

	MILES.		MILES.
Arlington.....	2	Fruitlands.....	105
St. Nicholas.....	2	Fort Gates*.....	106
Riverside *.....	3	Georgetown.....	113
Black Point*.....	10	Pelham Park.....	112
Mulberry Grove*.....	12	Racemo.....	112
Mandarin.....	15	Lake George.....	115
Orange Park*.....	15	Orange Point.....	113
Fruit Cove.....	19	Drayton Island*.....	116
Hibernia*.....	23	Salt Springs*.....	119
New Switzerland.....	23	Benella*.....	120
Remington Park.....	25	Seville.....	120
Magnolia*.....	28	Yellow Bluff*.....	121
Green Cove Spring*.....	30	Spring Garden*.....	122
Orange Dale.....	34	Spring Grove.....	126
Hogarth's Landing.....	38	Lake View.....	132
Picolata.....	44	Volusia.....	134
Tocoi.....	49	Astor, St. J. & L. E. Railway.....	134
Federal Point.....	58	Fort Butler*.....	138
Orange Mills.....	63	Manhattan*.....	136
Cook's Landing.....	65	Orange Bluff.....	140
Dancy's Wharf.....	66	Bluffton.....	140

	MILES.		MILES.
Russell's Point.....	67	St. Francis*.....	155
Whetstone*.....	68	Old Town*.....	156
Russell's Landing.....	69	Crow's Landing*.....	159
Palatka*.....	75	Hawkinsville*.....	160
Hart's Orange Grove.....	75	Cabbage Bluff.....	162
Rawleston.....	78	De Land's Landing.....	162
San Mateo.....	79	Lake Beresford.....	163
Edgewater.....	80	Cabbage Bluff.....	165
Buffalo Bluff*.....	87	Blue Spring.....	168
Horse Landing*.....	94	Wekiva.....	184
Smith's Landing.....	96	Manuel Landing.....	185
Nashua.....	95	Shell Bank.....	193
Welaka.....	100	Sanford*.....	193
Beecher.....	101	Mellonville*.....	195
Norwalk.....	103	Fort Reid*.....	203
Mt. Royal.....	105	Enterprise.....	198



The banks of the St. Johns are the principal attraction to invalids in search of pleasant surroundings. Thousands of visitors are scattered among its towns and villages every winter, while some few bring camp equipages and pitch their tents in the picturesque forests.

The means of access to all points on the river are easy and comfortable. One of the many well-appointed steamers leaves Jacksonville daily, except Sunday, on arrival of the Northern trains, for all landings on the St. Johns river.

Orange Park, Hibernia and Magnolia, are all pleasant places of resort, with fine hotel accommodation. A pleasant walk of one mile from the latter place brings one to

Green Cove Springs. The principal attraction here is the fine spring from which the place derives its name. The waters of this spring are strongly impregnated with sulphur, and have a temperature of about 75 degrees, well adapted for rheumatism and dyspepsia. The bathing facilities are well arranged. This place boasts of two fine hotels and a number of boarding houses.

Picolata is the site of an ancient Spanish city, with a fine church and monasteries, erected two centuries ago by Franciscan friars. All that remains at this historical point now, is a cabin and field grown up with weeds. This was formerly the landing for St. Augustine, having been used as such until the completion of the St. Johns Railroad. Opposite Picolata are the remains of Fort Poppa, erected during the Spanish era.

Tocoi. St. Johns county, Florida, 49 miles from Jacksonville, on the east bank; post office. Here connection is made by the St. Johns Railroad with St. Augustine, distant 14 miles. This road has been rebuilt with iron rails, and the run is made in 35 minutes, twice per day, each way.

PALATKA,

Putnam county, Florida, 75 miles from Jacksonville, on the west bank of the river; population 2,500. This is the chief town south of Jacksonville, both in commercial importance and as a health and pleasure seeking resort. It has ample hotel accommodations—the Putnam House, the Larkin, St. Johns and Carleton are all fine houses, and during the season are overflowing with guests; post and telegraph offices and two weekly papers. The streets are shaded by wild orange trees, some of which are in full fruit and flower at the same time, giving a beautiful appearance to the town. Palatka was an old military post in the Indian wars, and many buildings now standing are built on the frames or with the timbers of the old quarters, the engine house being the old magazine. At this point is the St. Johns river terminus of the Florida Southern Railway Company, affording rail communication with Gainesville and Ocala, and running through some of the most beautiful scenery of the State. It runs through Putnam, Alachua and Marion counties, and construction has already commenced and is rapidly being pushed south through Sumter county to Leesburg and Tampa Bay. See description under head of Florida Southern Railway.

Welaka, Putnam county, Florida, 100 miles from Jacksonville; an old town, and having had at one time some commercial importance, as well as a population of 1,000. It is situated at the mouth of the Ocklawaha river, and was formerly the terminus of the boats engaged in trade. There is a hotel at this point and several stores. The adjacent country is well settled up with industrious and enterprising people who have been quite successful in orange culture and vegetable growing. The sulphur spring near by is famous for its medicinal virtues.

Drayton Island, the largest island in the St. Johns river, 116 miles from Jacksonville, contains some 1,800 acres of good soil, once largely cultivated in cotton and sugar. It was the seat of a powerful tribe of Indians, who had their plantations here. It is now extensively devoted to the production of oranges and early vegetables.



NEAR THE MOUTH OF THE ST. JOHNS RIVER, FLA.

Lake George, 115 miles from Jacksonville. This beautiful sheet of water is about 18 miles in length, and ten miles in width. This lake has a number of islands in it; the largest is called Drayton Island. The lake is well stocked with fish and water fowl of every description. Approaching the southern shore, clothed in eternal verdure, the mouth of the river is scarcely distinguishable on account of its diminished width and the blending of forest and stream. Near the mouth the water is very shallow, not exceeding five feet in depth. Efforts have been made towards its improvement by jetties.

Volusia, Volusia county, Florida, 134 miles from Jacksonville, on the east bank of the river; post office. This is also the site of an ancient Spanish settlement, no vestige of which remains. An immense land grant was afterwards obtained here from the Spanish government by Mr. Dennison Rolles, an English merchant of wealth who erected a beautiful mansion and established a home for the unfortunate women from the streets of London, with a view to their reformation. Numerous disasters befell the colony, and it was finally broken up.

Astor, Orange county, Florida, northern terminus of the St. Johns and Lake Eustis Railway, 134 miles from Jacksonville, on the west side of the river. This point is the river terminus of the St. Johns & Lake Eustis Railroad. For description of points of interest, see mention under that heading.

Manhattan, Orange county, Florida, is a landing on the west side of the river, 136 miles from Jacksonville. William Astor, of New York, owns a large body of land here.

Bluffton, Volusia county, Florida, 140 miles from Jacksonville, on the east side of the river; post office. South and east of this point are Lake Dexter and Spring Garden Lake, on the east side of which are very rich lands and large orange groves.

Hawkinsville, Orange county, Florida, 160 miles from Jacksonville, on the west side of the river, is a post office.

DeLand Landing, Volusia county, Florida, 162 miles from Jacksonville, on the east side of the river, is a landing. DeLand is 5 miles from this river landing. A stage line connects with mail boats.

Beresford, Volusia county, Florida, 163 miles from Jacksonville, is a post office on the east side of Lake Beresford. There are several landings and orange groves on this lake.

Blue Spring, Volusia county, Florida, 168 miles from Jacksonville, is a landing on the east side of the river. Orange City is two miles and a half from this landing. Stages connect with mail boats.

LAKE MONROE,

About two hundred miles from Jacksonville is the head of navigation for the larger boats. It is a beautiful sheet of water, about 12 miles long and 5 wide, and impresses the traveler agreeably by its free expanse and picturesque surroundings, after the narrow and tortuous windings of the river before approaching it. On its shores are the thriving and important towns of Sanford and Enterprise.

Sanford, Orange county, Florida, 193 miles from Jacksonville, on the south side of Lake Monroe; a thriving town, with excellent hotel accommodations, and a favorite resort of tourists and invalids. This town offers many attractions to the permanent settler, and owes most of its prosperity to its wealthy and munificent citizen, General Sanford, who has a large estate at this point. One mile east is Mellonville, located on the site of Fort Mellon, erected during the Indian war.

Sanford is the northern terminus of the South Florida Railroad, extending—via Longwood, Maitland, Wilcox and Orlando (the county town of Orange county)—to Lake Tahoepekalgia, the head of navigation of the Kissimmee river. A branch road will be built from Longwood to Lake Apopka. See description of points of interest under that heading.

Enterprise, Volusia county, Florida; county seat; situated on the north side of Lake Monroe; 199 miles from Jacksonville. Excellent hotel, and transportation facilities for hunting parties and tourists. One mile from the hotel is the Green Sulphur Spring, the waters of which are transparent and of a delicate green color. Near Enterprise are the residence and extensive orange grove of Fred. de Bary, Esq., the owner of the Merchants' Line of steamers on the St. Johns river.



Lake Jesup, 10 miles south of Lake Monroe; Lake Harney, 15 miles south-east of Lake Monroe; Salt Lake, the landing for Titusville, distant 6 miles; and the Indian river. Lake Poinsett, the head of navigation on the upper St. Johns, is the landing for Rock Ledge on Indian River, distant $2\frac{1}{2}$ miles.

HALIFAX AND INDIAN RIVERS.

Matanzas, 18 miles south of St. Augustine. This section is considered an excellent hunting and fishing ground. This is noted as the location of the massacre of the Huguenots by the cruel Menendez, the founder of St. Augustine.

New Britain, on the Halifax River, 15 miles from Musquito Inlet, and Daytona, on the same river 10 miles from Musquito Inlet, are flourishing settlements.

Port Orange, 6 miles south of Daytona, on the west bank of the Halifax river, 4 miles north of Musquito Inlet, possesses many fine orange groves, and is a growing and thriving settlement.

New Smyrna, on the Hillsborough river, near the coast, and 3 miles south of Musquito Inlet. This is the point where, in 1767, Andrew Turnbull located his colony of Minorcans, and engaged largely in the production of indigo, which, at one time, was an extensive and profitable crop. Many remains prove the extent and admirable arrangement of the plantations. The colonists afterwards removed to St. Augustine, where their descendants are to this day.

Titusville, formerly Sand Point, on Indian River, nearly opposite Merritt's Island. This point is the eastern terminus of the Indian River Railroad.



City Point, 15 miles south of Titusville; **Georgiana**, on Merritt's Island, 35 miles from Titusville, and **Eau Gallie**, 10 miles south of Georgiana, are the principal settlements on Indian river. This last named point is the seat of the State Agricultural College.

This section is the sportsman's paradise, abounding in game and fish. No portion of Florida is more inviting to the hunter or angler. The difficulty of transportation, which formerly deterred many from visiting this portion of the State, has been almost entirely removed, and the ever-increasing number of visitors each season is abundant evidence of its varied attractions.

OCKLAWAHA RIVER.

This most singular stream, flowing into the St. Johns opposite Welaka, was not fully explored until the year 1867. For over 150 miles it runs parallel with the St. Johns from Lake Apopka, which is its source, through Lakes Harris, Eustis, Griffin,

etc., and scarcely a house is to be seen along its course after leaving the lakes, but now and then a landing with its rich freights of cotton, sugar, oranges, etc., the products of the fertile counties of Putnam and Marion. On account of the narrowness of the stream, and the dense foliage on the banks, its navigation is somewhat difficult.

No visitor to Florida should fail to visit Silver Spring, which rises suddenly from the ground, and after running nine miles through Silver Run, empties into the Ocklawaha, one hundred miles from its mouth. This spring is one of the wonders of this tropical clime; its waters are seventy-five feet or more in depth, and so transparent that the glistening sand on the bottom looks as if but a few inches beneath the surface.

The principal landings on the Ocklawaha are—
From Palatka to

	MILES.		MILES.
San Mateo.....	5	Silver Spring.....	136
Welaka.....	25	Lake Ware Landing.....	151
Mouth of the Ocklawaha.....	26	Moss Bluff.....	154
Davenport.....	34	Stark.....	188
Fort Brooke.....	61	Orange Hope.....	190
Orange Spring.....	63	Schleyville.....	194
Iola.....	76	Leesburg.....	204
Forty Foot Bluff.....	80	Lake Griffin P. O.....	209
Eureka.....	94	Lovell's.....	220
Sunday Bluff.....	96	Fort Mason.....	230
Palmetto.....	102	Pendryville.....	233
Gores.....	108	Esperance.....	255
Duerisosa.....	114	Yalaha.....	260
Grahamville.....	118	Helena.....	273
Limpkin Bluff.....	122	Okahumkee.....	275
Silver Spring Run.....	127		

The country lying in and around the "Ocklawaha Lakes," as they are termed, is known as the Lake Region of Florida. About midway the peninsula, equidistant from gulf and ocean, these lakes are clustered together, having a water connection affording a highway between them—Harris, Eustis, Griffin, Dora, Beauclair, and Apopka. Through and from these lakes the Ocklawaha river flows to the Atlantic, and at high water season the water flows as well westward through the Withlacoochee river to the gulf. Thus it is demonstrated that the region is upon the backbone of the peninsula, the great water-shed, and per consequence, one of the most elevated sections of the State. The shores to the lakes are bold and prominent for the most part, in some cases bluffs forty to fifty feet, precipitous from the water. Around the lake margins, of a width varying from one-fourth to three miles, the soil is heavily timbered hammock, exceedingly fertile, and interspersed with magnificent groves of the wild orange. The lakes are free from grasses, and bonnets of clear, pure water, varying in size from Lake Harris, which is eighteen miles long, by a width of from three to six miles, to Lake Beauclair, which is from one to two miles in width. The country back of the hammock margins is a high, rolling pine land, interspersed with innumerable little crystal lakes.

This region is eminently attractive to the immigrant, and is beyond doubt, as well adapted to the production of fruits and vegetables as any section of the State. The soil is fertile, responding generously to the cultivator.

The peculiar location in and around such a cluster of lakes renders it as free

from frost as any section of the State north of Charlotte Harbor. The southern shores of these lakes, having the protection of water exposure on the north, are simply frost-proof, as settlers of twenty years' residence can testify. It is from its elevated situation, free from malarial influence, and is healthy and delightful as a residence, winter and summer.

Constant breezes during the summer months, with the showers of the rain season, make a delightful temperature. The climate is simply charming. The aspect of the country is picturesque and beautiful, and never fails to elicit enthusiastic praise from the cultivated lover of nature.

Lake Griffin, about 6 miles wide by 14 long. On the west side, going south, is Schleyville, Picola, then Leesburg and South End. On the east side, going north, we pass Reeves' Landing, then Lanier's, thence around Osceola Point to the Ocklawaha river, connecting Lake Griffin with Lake Eustis. This connection is commonly known as Haynes creek, but should be "Orange Run," from the many fine groves on its banks.

Lake Eustis is about 6 miles in diameter. At the northern end is Fort Mason, the present southern terminus of the present St. Johns and Lake Eustis Railroad. About one mile east is Pendryville. At the south side is Dead river, the connection by water between Lake Eustis and Lake Harris.

Lake Harris is about 6 miles wide by 15 miles long. The first town on the southeast side is Yalaha, 10 miles from Dead river; post office.

Corley's Island is 8 miles from Yalaha. Between Corley's Island and Okeehumkee, the end of the steamboat route, is Okeehumkee Run, a narrow water course connecting Lake Harris with Lake Dunham, navigable to Okeehumkee, distant from Corley's Island about 5 miles. This run is one of the most weird and attractive scenes on the route. Returning up the west and north side, is passed many fine orange groves on the border of the lake.

Lake Harris is considered one of the handsomest lakes in the State, and having the prettiest surroundings.

ST. AUGUSTINE.

St. Augustine, St. Johns county, Florida, by far the most ancient town in North America, is situated on a peninsula formed by the St. Sebastian and Mantanzas rivers, with a population of 2,000 persons. It has excellent hotel accommodations, churches, etc. This is a delightful winter resort. The streets are very narrow the houses, with hanging balconies, almost touching each other across them.

Near the center of the city is the "Plaza de la Constitucion," a fine square, on which is located the principal public buildings, notably among which is the Catholic Cathedral. This building was commenced in 1798; it has a unique belfry, containing four chime bells in separate niches, which are rung every morning; one of them is marked 1682. The floors are concrete. The building contains several fine old Spanish paintings. Altogether, it is one of the most interesting objects in the city.

A monument in the Plaza, eighteen feet high, was erected in 1812 to commemorate the Spanish Liberal Constitution. The monument bears the following inscription:

"Plaza de la Constitucion, promulgado en esta Ciudad de San Augustin de la Florida oriental, en 17 de Octubre, de 1812. Siendo Gobernador es Brigadier D. Sebastian Kindalan, Cabellero de la Orden de Santiago."

PEIRA ETERNO MEMORIA.

Elayuntamiento Constitucional Erigio este Obeliseo dirigide por D. Fernando de la Plaza Arredondo, el joven Regidor Decana, Y Francisco Robira, Procurador Sindico. Anno de 1813."

TRANSLATION.—Plaza of the Constitution, promulgated in the city of St. Augustine, East Florida, on the 17th day of October, the year 1812. Being then Governor the Brigadier D. Sebastian Kindalan, Knight of the Order of Santiago,

FOR ETERNAL REMEMBRANCE,

the Constitutional City Council erected this monument under the supervision of D. Fernando de la Plaza Arredondo, the young municipal officer, oldest member of the corporation, and Francisco Robira, Attorney and Recorder.

The Palace, the residence of the Spanish Governor, is now used as the post office and United States Court. The United States barracks, now occupied by troops, was formerly a Spanish monastery.



REMAINS OF OLD CITY GATES, ST. AUGUSTINE.

The old Huguenot Cemetery and the military burying grounds are interesting places. In the latter are three pyramids, built of coquina, and stuccoed white-washed, under which lie the remains of Major Dade and 107 men, who were massacred by Osceola.

The sea wall, a mile in length, was erected in 1837-43 out of coquina, with a coping of granite. It protects the entire east front of the city from the encroachments of the river and affords a delightful promenade.

Fort Marion. This old Spanish fort was formerly called "*San Juan de Pinos*," and afterward changed to "*San Marco*." At the change of flags in 1821 it received the name of "*Fort Marion*," which it now bears. It was begun in 1620, and completed in 1756. The material used in its construction is almost entirely coquina, a concretion of fragments of shell quarried on Anastasia Island, opposite the city. The labor on it was performed principally by Appalachian Indians, who alone were forced to work on it for sixty years. Conscripts from Mexico also contributed to the work. It is one of the strongest fortifications in this country, requiring an armament of 100 guns, and 1,000 men as a garrison. It has never been taken by a

besieging enemy. It is in all respects a castle, built after the plan of those in the middle ages of Europe. In modern military parlance, it is known as a "four-bastioned fort." The inscription over the gate, or sally-port of the fort, is as follows:

"Renando En Espana Elsr Don Fernando Sexto Y Sinndo Gou Y Capn Gendefi C N Avedelaf Y S V prov, E'mairseal De Campo D Alonso Frnzdie Ridiase conclvioestecs. T Tl oelan O. D. 1756, Diriendo Las robrel Capyniero, D. Pedro De Brazas Y Garay."

TRANSLATION.—Don Ferdinand VI, being King of Spain, and the Field Marshall Don Alonzo Fernando Hereda, being Governor and Captain General of this place, St. Augustine of Florida, and its province. This fort was finished in the year 1756. The works were directed by the Captain Engineer, Don Pedro de Brazas Y Garay.

The attractions for visitors in this delightful old city are the lovely drives out St. George street to Fort Sebastian and the beach, the promenade along the sea wall, nearly a mile long, especially on a moonlight night, with the waves breaking and dashing below. This sea wall, built at great expense by the general government as a protection from the encroachment of the ocean, is one of the remarkable features of the ancient city. It is thus spoken of by one whose poetic temperament caught a reflection of the romance and sentiment that linger about its very stones:

"Whatever may have been the motives of the federal authorities in building it, its final cause, *causa causans*, is certainly love; and there is not a feature of its construction which does not seem to have been calculated solely with reference to some phase of that passion. It is just wide enough for two to walk side by side with the least trifle of pressure together; it is as smooth as the course of true love is not, and yet there are certain re-entering angles in it (where the stairways come up) at which one is as apt to break one's neck as one is to be flirted with, and in which, therefore, every man ought to perceive a reminder in stone of either catastrophe. It has on one side the sea, exhaling suggestions of foam from Venice and fickleness, and on the other the land, with the Bay Street residences, wholesomely whispering of settlements and housekeeping bills. It runs at its very beginning in front of the United States Barracks, and so at once flouts war in the face, and pursues its course—happy omen!—toward old Fort Marion, where strife long ago gave way to quiet warmth of sunlight, and where the wheels of the cannon have become trellises for peaceful vines; and finally it ends. How shall a man describe this spot where it ends? With but a step the promenader passes the drawbridge, the moat, the portcullis, edges along the left wall, ascends a few steps, and emerges into the old Barbican. What, then, is in the Barbican? Nothing: it is an oddly angled inclosure of gray stone, walling around a high knoll where some grass and a blue flower or two appear. Yet it is love's own trysting-place—thus the Barbican discourses of true love to him who can hear. I am persuaded that Dante and Beatrice, Abelard and Heloise, Petrarch and Laura, Leander and Hero, keep their tender appointments here. The Barbican is love-making already made. It is a complete *Yes* done in stone and grass."

Many elegant winter houses of wealthy men are here and several excellent hotels minister to the necessities of the traveler. A number of very good boarding houses will entertain the visitor at reasonable rates.

A visit to St. Augustine, whether long or short, is always terminated with regret, and one leaves with the determination to revisit its old-time places at the earliest opportunity.



—THE—

FLORIDA SOUTHERN RAIL ROAD.

THE country through which this road passes abounds in the quaint and fantastic surprises for which Florida scenery is peculiar. The clear streams it crosses, the dark forests it penetrates, and the beautiful lakes it winds among, all contribute to the beauty of a landscape seldom surpassed for weird effects. Here may be seen the pine forest in its beauty—the giant oaks draped in festoons of moss, and the wild orange in its livery of green and gold. Occasionally high rolling land is found and amid the hills, like jewels, are set the beautiful lakes, abounding in fish, and the home of the 'gator.

The Florida Southern Railway extends from Palatka to Gainesville and Newnansville westwardly and to Ocala in the south—the stations are as follows:

Palatka, county seat of Putnam county. See description under head of St. Johns River.

Francis, Putnam county, 6 miles west of Palatka; post office, etc.

Brittans, Putnam county, 9 miles from Palatka; log station, stores, etc.

McWilliams, Putnam county, 12 miles from Palatka; log station, post office, stores, etc.

Interlachen, formerly Blue Pond, Putnam county, 18 miles from Palatka; post office, stores, etc. This place, as its name indicates is among the lakes. It would be hard to find a more beautiful situation for a town. The country is high and rolling and slopes gradually toward the water. Several fine residences and a large hotel are in process of erection here, and by virtue of its fine situation, Interlachen bids fair to be a favorite resort for the tourist.

Johnson, Putnam county, 24 miles west of Palatka; post office, stores, etc.

McMeekin, Putnam county, 26 miles from Palatka; post office, stores, etc. There are many fine orange groves and vineyards in this vicinity. McMeekin is situated on a high hill overlooking several beautiful lakes which are well stocked with fish. The country here is high and rolling. Game abounds and the sportsman's efforts should here be crowned with success.

Wait's Crossing, Alachua county, 31 miles from Palatka. This is a junction with the Peninsular Railroad, and is a growing city in the centre of a fine cotton growing country. Post office name, Hawthorne.

Magnesia Springs, Alachua county, 36 miles from Palatka. Here are located the celebrated mineral springs, the medicinal qualities of which are so well known.

Perry Junction, Alachua county, 40 miles from Palatka; junction with the Ocala Division Florida Southern Railway; post office name, Gruelle. Perry is one of the most thriving towns on this road; it has already a fine hotel, several stores, saw mill, express office, &c.

Surrounding Perry are some of the most prolific vegetable farms in the section. Near here is the celebrated Newnan's Lake, six miles in length by four miles in width, famous for the number of alligators in it.

Tarver, Alachua county, 46 miles from Palatka, near the site of old Fort Tarver. The scenery at this point commands a view of the celebrated Paynes Prairie, which, a few years since was a broad stretch of land covered with prolific farms, but is now one of the most beautiful sheets of water in the State. It is almost 20 miles long by 10 miles wide, and abounds in fine fish.

Gainesville, County seat of Alachua county, is the centre of a fine agricultural country, 50 miles from Palatka. This is a thriving business place. Five hotels, churches of all denominations, stores, &c.

Here is located the East Florida Seminary, a military school, and one of the finest in the South. Gainesville has a population of about 2,000; does a rapidly increasing business, and is the distributing point for this section.



Micanopy, Alachua county, 48 miles from Palatka, and 4 miles from the town of Micanopy. In this vicinity are fine orange groves and vegetable farms.

Boardman, Alachua county, 49 miles from Palatka; saw mill, express office, stores, &c., at this point are the celebrated orange groves of Sampson & Keep.

Orange Lake, Marion county, 52 miles from Palatka; post office, express office, stores, saw mills, &c. This place is situated, as its name would indicate, on Orange Lake, and is finely located. The land here is high and undulating and slopes gradually toward the water. The native orange groves in this vicinity probably cover an area of over 2,000 acres skirting the lake, which is a fine body of water, abounding in fish and water fowl. The company's steamer Alpha plies between the different towns on this lake, affording fine advantages for tourists and others on pleasure bent.

A commodious hotel is in process of construction at this place.

Reddick, Marion county, 50 miles from Palatka; post offices, express offices, stores, saw mill, &c. This place is growing fast, being in the heart of a fine cotton growing country.

Martin, Marion county, 61 miles from Palatka, express office, stores, &c.

Ocala, 71 miles from Palatka, county seat of Marion county; junction with the Peninsular Railroad, where connections are made for Silver Spring and points in South Florida.

This is one of the most thriving towns in the State and has a population of about 1,500.

Ocala has good hotels and boarding houses, churches, schools, two weekly newspapers, banking facilities and live, enterprising people. Situated in the midst of a fine orange growing section, it is continually developing new and varied interests.

Five miles from Ocala is the justly celebrated Silver Spring, which is one of the most wonderful natural curiosities in the world, and is annually visited by hundreds of tourists. The singular purity of the water, its iridescent quality causing rich effects of light and shade, its wild and strange surroundings combine to cause it to be a spot once visited ever to be remembered.

There are in the neighborhood of Ocala several large indian mounds, indian caves and other relics of a departed race.

Game is plenty and there is probably no section of the State in which the sportsman will meet with better success than in the country directly south of Ocala. Deer, wild cat, panther, bear, and the much storied alligator abound.



STATIONS AND POINTS OF INTEREST

ON THE

FLORIDA TRANSIT & PENINSULAR R. R.'S.

THIS road extends across the State, from Fernandina, in the extreme northeast to Cedar Keys, on the Gulf of Mexico, distance 155 miles, connecting at Hart's Road with the recently constructed branch line to Jacksonville; at Callahan Junction with the Savannah, Florida & Western "Waycross Short Line;" at Baldwin with the Florida Central Railroad; at Waldo with the Peninsular Branch to Silver Spring and Ocala; at Gainesville with the Florida Southern Railway, and at Cedar Keys with steamers for Key West, Tampa, Havana and New Orleans.

Fernandina, Nassau county, Florida, situated on Amelia Island, near the junction of the Amelia and St. Mary's rivers. This place has one of the finest harbors on the Southern coast. It has about 3,000 inhabitants. The streets are straight, broad and commodious; many of them are paved with shell, and beautifully shaded with water oak. There are two hotels, affording ample accommodations for visitors. A number of saw mills are located here, giving employment to a large body of men. A fine shell road extends across the island, one mile and a half, to the sea beach, which has a smooth, unbroken surface for twenty miles, affording a most desirable drive. On the northern point of this island is Fort Clinch, not yet completed.

Dungeness, the home of General Nathaniel Green, and the burial place of the famous "Light Horse" Harry Lee, is within easy access, a visit to which never fails to delight and interest.

Hart's Road, Nassau county, Florida, 12 miles from Fernandina; wood station.

Callahan, Nassau county, Florida, 27 miles from Fernandina; post and telegraph offices. It is the junction with the Savannah, Florida & Western Railway.

Dutton, Nassau county, Florida, 36 miles from Fernandina; a shipping point for lumber and naval stores.

Baldwin, Duval county, Florida, 47 miles from Fernandina, is the junction with the Florida Central & Western Railroad, 19 miles from Jacksonville.

Maxville, Clay county, Florida, 55 miles from Fernandina; extensive lumber mills and turpentine manufactories are found here.

Highland, Clay county, Florida, 61 miles from Fernandina. This point is at the greatest altitude of any upon the line and one of the most elevated sections in the State.

Lawtey, Bradford county, Florida, 66 miles from Fernandina; hotel, express and post offices.

Burrins, Bradford county, Florida, 68 miles from Fernandina.

Temple's, Bradford county, Florida, 71 miles from Fernandina; saw mill, express and post offices.

Starke. Bradford county, Florida, 73 miles from Fernandina; express, telegraph and post offices, weekly newspaper and hotel. A pleasant village of 600 inhabitants. The principal products are sea island cotton, corn and sugar cane. A number of lakes in this vicinity afford excellent fishing.

Thurston, Alachua county, Florida, 77 miles from Fernandina; post office.

Waldo, Alachua county, Florida, 84 miles from Fernandina; express, telegraph and post offices; junction with the Peninsular Railroad; population 325. Six miles from this place there is a natural sink, covering a continuous stream which empties into it, yet it has no visible outlet. Santa Fe river, near here, disappears and flows under ground, forming a natural bridge. The Santa Fe Canal, near this point, connects a chain of lakes, affording navigation for a considerable distance, and penetrating a fine section of country.



Fairbanks, Alachua county, Florida, 93 miles from Fernandina; post office. Located in the midst of a fine rolling country.

Darby's, Alachua county, Florida; saw mill and turpentine still.

Gainesville, Alachua county, Florida, 98 miles from Fernandina; express, telegraph and post offices; county seat; population 1,500. There are several hotels here, and numerous boarding houses. This section of country is peculiarly adapted to consumptives, the air being dry and bracing.

Here we find the heart of the famous Arredondo Grant, said to be the finest body of land in the State. It is high and rolling, well watered and healthy. This point is

one of the most attractive in the State to tourist, invalid or settler. There are fine hunting and fishing in the vicinity.

Hammock Ridge, Alachua county, Florida, 103 miles from Fernandina. The center of a good farming section.

Arredondo, Alachua county, Florida, 104 miles from Fernandina; express, telegraph and post offices. The business of truck farming is very productive at this point. Some idea may be had of its extent when it is stated sixty thousand crates of vegetables have been shipped from this point in a single season.

Batton, Alachua county, Florida, 108 miles from Fernandina; express and post offices.

Archer, Alachua county, Florida, 113 miles from Fernandina; population 300; express, telegraph and post offices. In the midst of a fine cotton producing section.

Bronson, Levy county, Florida, 122 miles from Fernandina; express, telegraph and post offices; county seat; population 250. This section of country is very productive and well adapted to the cultivation of cotton, sugar cane, etc. Hunting and fishing are good in the vicinity.

Otter Creek, Levy county, Florida, 134 miles from Fernandina; post office. The famous Gulf Hammock is near here, celebrated as well for the fertility of the lands as for the abundance of game to be found there.

Rosewood, Levy county, Florida, 145 miles from Fernandina; post office. Truck farming is followed profitably at this point, and good hunting and fishing may be found.

Cedar Key, Levy county, Florida, 155 miles from Fernandina; the terminus of the road; express, telegraph and post offices; three hotels; population 2,500. Situated on one of the group of islands on the Gulf of Mexico, forming the northern boundary of Waccassa Bay, and fifteen miles south of the mouth of the Suwannee River; known as the Cedar Keys.

Business interest are chiefly mercantile. Sponge gathering, fishing, cutting cedar for making pencils, and pine timber, are important interests. There is considerable business done at this point with New Orleans and Havana.

Steamers of the Tampa Steamship Company leave Cedar Keys semi-weekly for Manatee, Tampa and Key West, via Charlotte Harbor; and weekly for Crystal River, Homosassa, Bay Port, Dunedin, Anclote, and Clear Water Harbor; also for New Troy and all landings on Suwannee River, one of the most interesting streams on the continent. The Morgan Line of steamships leave weekly for New Orleans, Key West and Havana.

Good hotels and boarding houses are to be found here. The *State Journal* newspaper is published here weekly.

THE GULF COAST.

This portion of the State, south of Cedar Key, is rapidly coming into notice, but to many the attractions to be found here are comparatively unknown.

Crystal River, Hernando county, 25 miles from Cedar Key; in the midst of a fertile section, and fine mineral springs. Game is plenty in the vicinity.

Homosassa, Hernando county, 30 miles south of Cedar Key. This is a point growing in favor with sportsmen each season, and furnishing great attractions to the tourist.

Bayport, Hernando county, 40 miles from Cedar Key. It is eligibly located on a high bluff, and already possesses a fine settlement.

Anclote, Hernando county. Good farming locations in this vicinity.

Dunedin, Hillsboro county, 90 miles from Cedar Key. Lands good and timber fine.

Clear Water Harbor, 95 miles from Cedar Key. Game and fish abound. The lands are high and rolling, and soil is very fertile.

Manatee, Manatee county, on the river of same name. This place has a population of 500 and possesses many handsome cottages in the midst of orange groves, presenting a beautiful tropical appearance. It is in the midst of a well settled section, and the land is of excellent quality. Fine hunting and fishing.

Tampa, Hillsboro county, is situated on Hillsboro Bay, a branch of Tampa Bay. This place has a population of some 2,000 souls. It is distant 140 from Cedar Key, and 40 miles from the bar of Tampa Bay. This is one of the most beautiful places on the Gulf coast, and is very attractive to the visitor. A number of Northern people are located here, and for health and pleasure is surpassed by few places. The town possesses a lively trade, and is a place of some commercial importance. It is connected with the telegraph system of the country. It has three newspapers, a good hotel and boarding houses. The surrounding country is well adapted to farming, and is rapidly settling up.

Charlotte Harbor, Manatee county, 200 miles south of Cedar Key is a well protected harbor with a fine depth of water, and is destined to become a place of great importance as the terminus on the Gulf of the Live Oak, Tampa & Charlotte Harbor Railway, opening up, not merely the transportation system of this immediate section, but becoming the *entrepot* of a vast commerce from Key West and the West Indies.

Key West, Monroe county, Florida, is situated on the island of the same name; telegraph office; population 10,000, a large number of whom are Cuban refugees, engaged largely in the manufacture of cigars. There is also a manufactory for canning pineapples, which grow to perfection on this and adjacent islands. The climate is mild and agreeable. The hotel accommodations are very good. This place is much frequented by invalids. Connection with Cedar Key is made by steamers semi-weekly.

In many respects this place resembles a Spanish rather than an American town, in its peculiar appearance, tropical scenery and the general prevalence of the Spanish tongue. It is an important naval station, and a point of call for steamships between Galveston, New Orleans, Havana and New York. The hotel accommodations are excellent, and during the winter a large number of visitors are here from the North. The harbor is at all times attractive, and the temperature during the winter is mild and equable.



STATIONS

ON THE

PENINSULAR RAIL ROAD.

W*ALDO*, Alachua county, junction with Florida Transit Railroad, who control and operate the Peninsular road as a branch division.

Santa Fe, Alachua county, 8 miles from Waldo.

Hawthorne, Alachua county, 14 miles from Waldo; junction with Florida Southern Railway.

Lochloosa, Alachua county, 20 miles from Waldo. This station is a landing upon the lake of same name, and is the shipping point from the various landings. This lake is a beautiful sheet of water, and has great attractions for sportsman and tourist.

Orange Lake, Marion county, 29 miles from Waldo, in the heart of the orange belt. Some of the best lands in the State are in this vicinity. The road passes here through the orange groves of Messrs. Harris & Bishop, which are, probably, the finest in the State.

Anthony Place, Marion county, 41 miles from Waldo; a thriving and promising location.

Silver Spring, Marion county, 46 miles from Waldo. This is one of the greatest natural curiosities in the world. The spring is 75 feet deep and 600 feet in diameter. Its source is yet unexplained. The water is beautifully transparent, and the minutest objects are plainly seen.

Silver Run, leading to the Ocklawaha river, 9 miles in length, is navigable for steamers to the spring itself.

Ocala, Marion county; county seat; 50 miles from Waldo, 132 miles from Fernandina—an important and growing town.





VIEW ON THE LOWER ST. JOHNS RIVER, FLA.

STATIONS

ON THE

TROPICAL RAIL ROAD.

THIS road, starting from Ocala, with Tampa for its destination, is controlled and operated by the Florida Transit Railroad. Lake Weir, Marion County, is 16 miles from Ocala.

Wildwood, Sumter county, 26 miles from Ocala. From this point a branch road to Leesburg is under construction. The main line is graded to Sumterville, and the line is expected to be opened to both places during the present season.

LAKE PANASOFKEE,

Which is 168 miles from Fernandina and 138 from Jacksonville, is a very picturesque body of water, and the traveler finds many valuable orange groves upon its shores. It is famed by sportsmen for its splendid hunting and fishing. Connection is made here with steamers for the Withlacoochee river, which ply from the lake to the mouth of the river, which flows into the Gulf, 20 miles south of Cedar Key. The river is narrow and very deep. Its banks remind one of the Ocklawaha. The noble trees that line its banks, draped in heavy festoons of moss and intertwined with a profusion of flowering vines, present a picture to be remembered. A steamer, with good accommodations, runs in connection with the railroad.

ST. JOHNS AND LAKE EUSTIS RAILROAD.

The St. Johns and Lake Eustis Railroad, running from Astor, on the St. Johns River, to Fort Mason, on Lake Eustis, is thoroughly equipped, and is now doing a good business. The mail stations between Astor and Fort Mason are Summit, Ravenswood, Altoona, Glendale and Umatilla, the distances being, from Astor to Summit, 13 miles; from Summit to Ravenswood, 4 miles; from Ravenswood to Altoona, 2 miles; from Altoona to Glendale, 2 miles; from Glendale to Umatilla, 1 mile; from Umatilla to Fort Mason, 4 miles. The first five miles of country through which this road runs belong to what is known as the Astor grant, being chiefly low pine lands, well timbered. From the Astor tract to Summit, a distance of 8 miles, it passes across the great Florida Scrub, being 80 miles in length by 18 miles in width.

From Summit to Fort Mason the lands are high and rolling, with clear water lakes thickly scattered along the line of road, which for beauty cannot be surpassed by any of their kind in the State.

Altoona, the principal town or village, will ere long be one of the towns of importance in South Florida, where Northern visitors will find every inducement for pleasure or health.

From Lakes Harris and Eustis and the country around Fort Mason, the orange crops in winter and the vegetable crop in the spring are transported by the St. Johns and Lake Eustis Railroad to the St. Johns River.

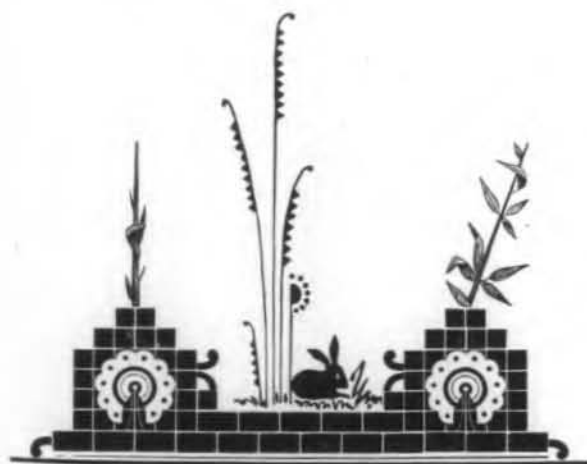
Tavares, Orange county, "The infant city of the lakes," situated upon the shores of Lakes Eustis and Dora, which have been recently connected by a canal, is thus described :

"Imagine a white sandy beach skirting an unusually lovely lake for three miles in a parabolic curve of unbroken evenness and beauty. Straight from the water's edge begins a gradual and almost imperceptible slope, rising into a smooth and easy elevation for eight hundred or a thousand yards through stately pines and small oaks, and then falling away as regularly but rather more rapidly to the brink of another and a larger lake. From the crest of this ridge flashing white through the trees can be seen the unruffled surface of Lake Dora, covering twenty-eight square miles on the one side, while on the other, in full view the foamy wave-caps of the turbulent Eustis sweep over forty-two square miles of space. From the cupola of the new and grand hotel soon to be erected the delighted eye of the tourist can compass in one turn around the balustrade *eleven lakes*, beautiful and clear, each an inland sea of itself.

"There is no more beautiful spot in Florida than this strip of land, this ridged and wooded peninsula, hedged in by lakes and cut short by a canal that flows under an arched canopy of moss-hung cypress, as beautiful and as weird as anything on the Ocklawaha. The canal is a mile in length, and the scenery along its course is very fine."

This already flourishing town, in the centre of the lake region, bids fair to become speedily a point of considerable commercial importance. The St. Johns and Lake Eustis Railroad will probably extend its line to this point from Fort Mason, and the Florida Transit Railroad's extension to Leesburgh will afford a complete system of railway connection.

The history of the growth and development of this town, built upon a spot that one year ago was covered by a primeval forest, is an evidence of the natural advantages of Florida if suitably backed by energy, capital and discretion.



STATIONS AND POINTS OF INTEREST
ON THE
SOUTH FLORIDA RAILROAD.

SANFORD, Orange county, Florida, described previously, is the northern terminus of the South Florida Railroad, extending to Kissimmee on Lake Tahopetaliga, the head of navigation of the Kissimmee river, built and operated by the Boston Herald Company. At Sanford the Sanford & Indian River Railroad is completed as far as Lake Jessup, and work has been begun on the Sanford, Lake Eustis & Ocala Railroad.

Bel Air, Orange county, 3 miles from Sanford, the location of Gen. Sanford's famous one hundred and twenty acre grove of orange and lemon trees. Near here are the groves of Gen. Babcock, Fred. Grant, Thurlow Weed, Senator Anthony and others.

Longwood, Orange county, 10 miles from Sanford; post, telegraph and express offices. The seat of a growing settlement.

Maitland, Orange county, 15 miles from Sanford, is a thriving settlement situated on lovely Lake Maitland. Here are many beautiful orange groves. Park House is about one-fourth mile south of Maitland. Bigelow House about half a mile from Maitland; this hotel is in the center of a grove of 3,500 trees on the banks of Lake Maitland.

Winter Park, Orange county, 17 miles from Sanford; post and express offices. The name is appropriate, for the plan of its settlement contemplates one grand park, filled with attractive winter houses. It is located upon three beautiful lakes, Maitland, Osceola and Virginia, giving nearly two miles of lake front for residences. Osceola, one mile east is a pretty post office town.

Wilcox or Interlaken, Orange county, 20 miles from Sanford. At this point a starch factory is in operation.

Orlando, Orange county, 22 miles from Sanford; county seat. The development of this county has been something wonderful. In 1870 it had from 800 to 1,000 inhabitants. By the census of 1880 there were over 6,000 inhabitants and the population has materially increased since that period. For soil and climate peculiarly adapted for health and orange culture no part of the State exceeds it. Malaria is unknown upon its high rolling pine lands. Its elevated location, pure air, sea breezes and equable temperature recommend it as a residence. The profits of orange cultivation have been more generally realized than elsewhere, and the character of its population, attracted by its many advantages, is among the best in Florida.

Pine Castle and Boggy Creek, both in Orange county, distant from Sanford 26 and 32 miles respectively, are new stations but recently opened. The former is beautifully located on Lake Conway.

Kissimmee, Orange county, 40 miles from Sanford, on Lake Tahopetaliga, the present southern terminus of the South Florida Railroad. At this point there are good hotel accommodations. From here steamboats ply upon the Kissimmee river, through Tahopetaliga, Cypress and Kissimmee lakes to Lake Okeechobee and the canal connecting with the head waters of the Caloosahatchie.

Two trains daily leave Sanford via the South Florida Railroad, making connection with the several routes to Southern Florida.

LAKE OKEECHOBEE AND THE EVERGLADES.

This vast sheet of water, in the midst of a great solitude, is in length some 40 to 50 and in width probably 20 miles. Its depth varies from 6 to 20 feet. Its waters wash the shores of four counties, Manatee, Monroe, Dade and Brevard. Its principal feeder is the Kissimmee River, and its waters probably flow into the Everglades. The country bordering it consists generally of prairie and savannas, affording fine cattle ranges, and the business of stock raising is carried on here upon a large scale.

To the southward and southwestward is that *terra incognita*, the great swamp or lake known as the Everglades. The few who have penetrated its recesses speak of the beauty of its island-studded lakes, the great fertility of the soil, and the beauty and variety of its forests, fruits and flowers. Here the hunter and fisherman find game and fish innumerable, and the naturalist may enrich his collection with countless specimens of the fauna and flora peculiar to its solitary fastnesses.

A large purchase of land in this locality, from the State of Florida, has been effected by Mr. Hamilton Disston, of Philadelphia, a man of large means. Elaborate preparations are on foot for its drainage and reclamation, which, owing to its height above the sea-level, it is claimed, is entirely feasible. Should success attend this undertaking an immense body of land will be opened highly adapted for the cultivation of the tropical and semi-tropical fruits.

A few Indians, the descendants of the warriors who have defied Spaniard, Frenchman, Englishman and American for centuries, still are to be found here, retaining, in many respects, the customs of their ancestors, and subsisting almost entirely upon fish and game. Their number is estimated at about three hundred in all, and they are but rarely seen in the white settlements.



STATIONS AND POINTS OF INTEREST

ON THE

FLORIDA CENTRAL AND WESTERN R.R.

PROCEEDING westward from Jacksonville by this line of railroad, the traveler will soon recognize signs of a landscape more promising in lines of beauty than that he has previously encountered in Florida. As the train rolls on he will find himself winding among hills and valleys highly cultivated with ranging crops of cotton, sugar cane and grain, while the forests of live oaks and magnolias in ever-changing beauty, will challenge his admiration. Beautiful lakes, teeming with water fowl and covered with pond lilies, please the eye as it beholds the play of light upon their graceful features; while the multitudes of wild flowers amply redeem the title the State has borne—the land of flowers—which would appear so misapplied in some of the other sections. Upon arrival at any of the towns in “Middle Florida,” as that section lying between the Suwannee and Apalachicola rivers is called, the well kept gardens, with an infinite variety of flower and shrub blooming in the open air, attest still further the justice of a claim to that appellation. To quote from a distinguished writer in description of this locality: “Toward every side the hills swelled up, colored with colors that suggested fertility and abundance; their rounded brows, their slopes, the valleys between them, were full of green crops; comfortable homesteads and farm buildings reposed in the distances, each cluster of which had its own protecting grove of oaks standing about it in the benignant attitude of outer *lares* and *penates*. It was that sort of prospect which the grave old English writers would have called ‘Goodbye pleasaunt and smylunge.’”

This was the section of the wealthy planters, owning in some cases hundreds of slaves and cultivating thousands of acres. The repute of these people for culture and hospitality was national, and even the dreadful reverses of the struggle between the States has not extinguished these features; and though that hospitality is now unhappily devoid of the lavish prodigality which once accompanied it, the guest is ever honored in these splendid old houses, too many of which show so plainly the altered fortunes of their owners.

No visitor can return from Florida with a complete knowledge of the sum of its attractions until he has seen those interior towns, so beautifully located in the midst of their fertile hills, which must in course of time restore to their possessors some of their ancient power and wealth.

Here the sportsman will find game in abundance and an open country to exercise himself and dogs. Here the well-accredited society man will see glimpses of the

society of the *ancien regime*, in customs and habits that contrast strangely with the easy familiarity of modern usage elsewhere; and here the thoughtful man will find many a subject to ponder over in changes wrought in a people's destiny by the convulsions of war and the upheavals of society.

Proceeding westward from Jacksonville we pass the following points in the order mentioned :

White House, Duval county, Florida, 11 miles from Jacksonville.

Baldwin, Duval county, Florida, 19 miles from Jacksonville; junction with the Florida Transit Railroad.

Sanderson, Baker county, Florida; 37 miles from Jacksonville; post and telegraph offices.

Olustee, Baker county, Florida; 47 miles from Jacksonville; noted as the site of the most sanguinary battle fought in the State during the late war. A large body of Federal troops, under the command of Major-General Truman Seymour, marched westward from Jacksonville, in February, 1864. At this place they encountered the Confederate forces, under command of General Joseph Finegan. A desperate battle ensued, lasting from 1 p. m. until dark. The Federals were defeated, and retreated toward Jacksonville, abandoning their dead and wounded. Their loss was heavy, including Colonel Fribly, of the colored troops, killed.

Lake City, Columbia county, Florida; 59 miles from Jacksonville; county seat; population about 1,000; present eastern terminus of the Jacksonville, Pensacola and Mobile Railroad, and junction with Florida Central Railroad. This place derives its name from the numerous lakes in the vicinity, which abound with fish at all seasons. Two hotels and numerous boarding-houses furnish ample accommodations for visitors. A weekly paper, the *Reporter* is published here. No pleasanter sojourn in the State for tourist, sportsman or invalid than this point.

Welborn, Suwannee county, Florida; 71 miles from Jacksonville; post and express offices; population about 150. The surrounding country is level and generally produces well, being admirably adapted for raising early vegetables for shipment North. Several private houses will take boarders at moderate charges. About eight miles of this point are the White Sulphur Springs, which are frequented by sufferers from dyspepsia, rheumatism, etc., the waters being adapted to the cure of these diseases.

Houston, Suwannee county, Florida; 76 miles from Jacksonville; post office.

Live Oak, Suwannee county, Florida; 82 miles from Jacksonville. (See stations on Savannah, Florida and Western Railway.)

Ellaville, Madison county, Florida; 95 miles from Jacksonville; post and telegraph offices. Situated on the west bank of the Suwannee river, at its junction with the Withlacoochee, it is admirably adapted to the lumber business, in which Messrs. Drew and Bucki, the founders of the place, are extensively engaged, they having several large mills in the vicinity.

Madison, Madison county, Florida; 110 miles from Jacksonville; telegraph office; county seat; population about 1,000; located in a fertile region of country. Considerable early vegetables and fruits are raised here. Several lakes in the vicinity abound with fish.

Greenville, Madison county, Florida; 124 miles from Jacksonville; situated in the midst of the cotton-growing section of Florida.

Aucilla, Jefferson county, Florida: 131 miles from Jacksonville; near the river of the same name.

Drifton, Jefferson county, Florida; 138 miles from Jacksonville. Connection is here made twice a day with Monticello, by a branch road, distance 4 miles. Monticello is a pleasant little town of some 1,200 inhabitants; post, express and telegraph offices. This place has many attractions, and is the commercial centre of one of the

wealthiest counties in the cotton belt of Florida. Lake Miccosukie, not far distant, is a place of some historical note. The *Constitution*, a weekly paper, is published here.

Lloyds, Leon county, Florida ; 147 miles from Jacksonville ; post, express and telegraph offices.

Chaires, Leon county, Florida ; 153 miles from Jacksonville.

Tallahassee, Leon county, Florida ; 165 miles from Jacksonville and 262 miles from Savannah ; telegraph and money order offices ; the capital of the State and county seat ; population, 2,500. This was formerly a place of considerable wealth, and is still famous for the refinement and hospitality of its inhabitants ; located in a rolling country, with a bracing climate, pleasant to invalids, the summer heat being modified by constant breezes from the Gulf of Mexico, only twenty-one miles distant. There are several pretty lakes in the vicinity, on which the sportsman can find pleasant pastime in the proper season. Tallahassee has many handsome residences, surrounded by gardens pleasant to the eye of the florist. Three weekly papers, the *Floridian* (Democratic), *Economist* (Independent), and the *Land of Flowers* are published here. A fine hotel of elegant appearance has just been completed, and will be open for the reception of guests for the first time during the coming season. The "City Hotel," a hostelry famous in the early history of the State, has been enlarged and renovated, and numerous well-kept boarding-houses will invite the traveler.

The raising of early vegetables has recently become a source of great profit to this locality. The richness of the soil, the early season and transportation facilities have all combined to develop this industry successfully, and a large acreage is annually devoted to this interest with a success almost unequaled in any other section.

A branch railroad from this point connects with St. Marks, distance twenty-one miles. This was formerly a place of considerable commercial importance, but since the era of railroads it is almost deserted. A United States signal station is located here.

Some sixteen miles from Tallahassee, in Wakulla county, is the famous Wakulla Spring. This is the spring which, it is said, gave rise to the tradition of the "Fountain of Youth," so eagerly sought for by the early Spanish adventurers, who believed that a bath in its clear sparkling waters would confer eternal youth and beauty. This spot is the frequent resort of picnic and pleasure parties, and many a romantic and amorous legend attaches to it. No description can do justice to its marvelous beauty. To float upon its surface and gaze down through the clear water to an immense depth gives one very much the sensation of being suspended in space. Below, the water gushes out from among immense rocks, reflecting the beautiful prismatic hues of the rainbow, and giving back the rays of the sun in millions of forms of beauty. The smallest object is distinctly visible upon the bottom, and fish darting to and fro, agile and graceful, are constantly to be seen sporting amid the grottoes and caverns, fit dwellings for naiad and water nymph. Some years ago, the bones of an immense mastodon were raised from the bottom of the spring, and are now on exhibition in a museum in one of the Northern cities. None of the beauties and wonders of the "Land of Flowers" excel in interest and attractiveness this wonderful Wakulla Spring.

Midway, Leon county, Florida ; 177 miles from Jacksonville.

Quincy, Gadsden county, Florida ; 189 miles from Jacksonville ; telegraph office ; county seat ; population about 1,000. This little town and the surrounding country is noted for the refinement of its inhabitants, and prior to the war was the seat of considerable wealth. Quincy has three churches and a good hotel and boarding houses, at reasonable rates.

Mount Pleasant, Gadsden county, Florida ; 198 miles from Jacksonville ; post office.

Chattahoochee Station, Gadsden county, Florida ; 206 miles from Jacksonville. Near this point is the State Penitentiary and Insane Asylum, formerly the United States Arsenal ; buildings donated by the general government for these purposes.

Chattahoochee Landing, Gadsden county, Florida ; 209 miles from Jacksonville ; post office ; the present western terminus of this road. Here connection is made with the Central line of steamers for Apalachicola, Eufaula, Columbus, etc. This point will be the eastern terminus of the Pensacola and Atlantic Railroad, now under construction from Pensacola, connecting West Florida with the remaining portion of the State, and enabling the people to enjoy all the commercial advantages of a connection by railway with Pensacola, Mobile, New Orleans and Texas.



FLORIDA

AS A HOME FOR INVALIDS.

DURING nearly the whole year, and especially the summer months, the peninsula of Florida is favored with a cool and refreshing sea breeze, which sets in from 9 to 12 o'clock in the day, and continues until sunset. This breeze is remarkably cool for the latitude, owing to the fact that the cooler waters of higher and colder latitudes are constantly thrown along down the Florida coast by the back current of the ever-flowing Gulf stream, forming what might be termed a vast eddy, extending from Cape Hatteras to Cape Canaveral, and running, when not counteracted by adverse winds, at the rate of nearly two miles an hour. The cool temperature of these waters is itself the cause of this never-failing breeze. Being some seven degrees colder than those of the Gulf of Mexico, as the sun rises, the atmosphere over the Gulf is sooner heated and rarified. This heated air rises and brings the cooler air of the Atlantic across the peninsula to supply the vacuum, thus forming a steady breeze during the warmer part of the day.

The atmosphere of all tropical climates is, of course, more moist than in colder latitudes. But that of Florida is dryer in winter than at any other point on the continent near the same latitude, for the reason that the winter is her dry season, while her wet or rainy season occurs in July or August, a time when the vegetation is growing, and most needs rain. In Texas and New Mexico the reverse of this is true, bringing the cold and wet seasons together in winter, and the hot and dry in summer, making the winters more chilly and unhealthy, and the summers more malarious and sickly.

It often occurs in Florida, that as many as thirty days pass consecutively when the air is perfectly clear, and almost without a cloud. The healthfulness of a country like this, then, we shall infer from the following reasons:

1st. The calcareous and antiseptic quality of the soil, which neutralizes and absorbs the malaria.

2d. The pine forests, filling the air with their healthful aroma.

3d. Its abundant sea surroundings—always a purifier of the air.

4th. The coolness of the summer breeze, and dryness and clearness of the winter air.

5th. And superadded to all is the mild and friendly influence of her warmer climate.

Now, as to the results and effects of these natural advantages, let us quote briefly from those whose authority must be unquestionable.

General Lawson, Surgeon-General of the Army of the United States, in an official report before the war, remarks:

“The climate of Florida is remarkably equable and agreeable, being subject to



SILVER SPRING.

fewer atmospheric variations, and its thermometer ranges much less than other part of the United States, except a portion of the coast of California. For example, the winter at Fort Snelling, Minnesota Territory, is 48 degrees colder than at Fort Brooke, Florida; but the summer at Fort Brooke is only about eight degrees warmer. The mean annual temperature of Augusta, Georgia, is nearly eight degrees, and that of Fort Gibson, Arkansas, upwards of ten degrees lower than at Tampa, yet in both these places the mean summer temperature is higher than at Fort Brooke, Tampa Bay. In the summer season the mercury rises higher in every part of the United States, and even in Canada, than it does along the coast of Florida. This is shown by meteorological statistics in this bureau.

"As respects *health*, the climate of Florida stands pre-eminent, That the peninsula climate of Florida is much more salubrious than that of any other State in the Union, is clearly established by the medical statistics of the army. Indeed, the statistics in this bureau demonstrate the fact that the diseases which result from malaria, are a much milder type in the peninsula of Florida than in any other State in the Union. These records show that the ratio of deaths to the number of cases of remittent fever has been much less than among the troops serving in any other portion of the United States. In the Middle Division of the United States the proportion is one death to thirty-six cases of remittent fever; in the Northern Division, one to fifty-two; in the Southern Division, one to fifty-four; in Texas, one to seventy-eight; in California, one to one hundred and twenty-two; in New Mexico, one to one hundred and forty-eight; while in Florida it is but *one to two hundred and eighty-seven*. In short, it may be asserted, without fear of refutation, that Florida possesses a much more agreeable and salubrious climate than any other State or Territory in the Union."

Dr. Byrne, late Surgeon in the United States Army, and long a resident in Florida, says:

"It would seem paradoxical that the malarial diseases of East Florida (abounding as it does in rich hammock lands, and exposed to a tropical sun,) should generally be of a much milder form than those which prevail in more northern latitudes. That such, however, is the fact, there can be no doubt, for this fact is proved by an aggregate of evidence (extending over more than twenty years) which it is impossible to resist. It is suggested in explanation of this fact, that the luxuriant vegetation, which in the Southern and Middle States passes through all the stages of decomposition, is, in East Florida, generally dried up before it reaches the putrefactive stage of fermentation, and that consequently the quantity of malaria generated is much less than in climates more favorable to decomposition. This view is strengthened by facts that the soil of Florida is almost everywhere of so porous and absorbent a character that moisture is seldom long retained on its surface; that its atmosphere is in constant motion, and that there is more clear sunshine than in the more northern States.

"It is further suggested, that the uniform prevalence of sea breezes and the constant motion of the atmosphere in the peninsula, tend so much to diffuse and attenuate whatsoever poison is generated, that it will generally produce but the mildest form of malarial disease, such as intermittent fever."

Dr. Byrne, in another place, remarks:

"The winters are delightful, five days out of six being bright and cloudless, and of the most agreeable temperature. In the southern portion of the peninsula frost is never felt. The winter resembles very much that season which, in the Middle States, is called Indian summer, except that the sky is perfectly clear, and the atmosphere dry and elastic. Rain falls but rarely during the winter months; three, four and not unfrequently five months of bright, clear, cloudless days occur continually. This is one of the greatest charms of the winter climate in Florida. Contrary to what might be expected, the summer weather of East Florida is much more agreeable, and its heat less oppressive, than that which is experienced in the Middle States. This is owing to

its being fanned by the breezes of the Atlantic on the east, and those of the Gulf of Mexico on the west, both of which can be distinctly felt in the center of the State. Besides this, the northeast trade winds play over the whole peninsula. The summer nights are invariably cool, and even the hottest days are seldom oppressive in the shade.

"In the summer season the mercury rises higher in every part of the United States than it does along the coast of Florida. Frequent showers occur during the months of March, April, May and June, and about the first of July, what is termed the rainy season commences, and continues till about the middle of September. Although it rains about every day during this season, it seldom rains all day. These rains fall in heavy showers, accompanied by thunder and lightning, and seldom last more than four hours. Indeed, they do not average more than one hour per day. They generally commence about one o'clock P. M., and are always over before five o'clock P. M., leaving for the remainder of the day a cloudless sky and a delightfully cool atmosphere."



FLORIDA SPORTS.

WE are indebted to our friend, Dr. C. J. Kenworthy, of Jacksonville, "Al Fresco" of "Forest and Stream" reputation, for the subjoined items respecting sport in Florida, than whom there is no better qualified, either in finished skill as a sportsman or angler, or in that happy gift of description which lends to his achievements a graceful attraction peculiarly their own. The mere reference of his name as the author of this article is a sufficient guarantee of its entire reliability.

QUAIL AND SNIPE.

To the wing shot Florida presents unequalled attractions. Quail can be found in every portion of the State, but for extra sport the gunnist must visit Madison, Monticello or Tallahassee. At the former localities good board can be obtained on reasonable terms. In Tallahassee a new hotel is in course of completion, and will be ready for the reception of guests at an early day. Snipe exist around most of the lakes and marshes, and on the lakes ducks are found in countless numbers.

DUCKS, GEESE, ETC.

The former can be found in every bay, lake, river and lagoon, and owing to the climate and character of the food they are as fat as squabs. Those who aspire to the noble sport of bagging "honk honkers," should visit the mouth of the Suwannee river, Dead Mans bay, west of the Suwannee, and James island. In addition to geese at the points referred to, the waters swarm with ducks, and the beach and oyster bars at many points are covered with snipe and curlew. In addition to shooting, the rivers emptying into the Gulf are alive with sheepshead and sea trout, channel bass and large-mouthed black bass. If disposed the gunnist can leave camp, and in the hammocks and pine woods find good deer and turkey shooting. To reach the points indicated sportsmen should visit Cedar Keys, and charter a sloop of from five to six tons at from five to six dollars per day. The captain provides stove, cooking utensils, bedding and one skiff; and the charterers will only have to furnish provisions. These boats will comfortably accommodate a party of four. If extra skiffs are desired they can be built or purchased at Cedar Keys at from thirteen to fifteen dollars, including row locks and one pair of oars. Persons desiring information regarding the charter of a boat or the building of skiffs should communicate with J. Ira Gore, Esq., Cedar Keys.

STRIPED BASS.

My friend, Col. Clinch, recently informed me that at his plantation on the Satilla river, very fine striped bass fishing can be secured during March and April. The fishing point is about one mile above his house. Parties desirous of engaging in bass fishing would be compelled to camp out. The Clinch plantation can be reached by leaving the S. F. & W. Railway at Folkston, hiring a team, and driving twenty-three miles. A supply of provisions can be obtained at the depot. Col. C. informed me that the bass take a large and gaudy fly, as well as the minnow. This point has been annually visited by a noted fly fisher, and we have reason to believe that we shall incur his displeasure by opening up a new field to the craft.

JACKSONVILLE.

To those who wish to indulge in fishing and shooting and at the same time enjoy the pleasures of a busy winter resort, the comforts of first-class hotels, and at the same time be within the reach of the telegraph and daily mails, Jacksonville presents a suitable location. By taking the morning train on the S. F. & W. Railway, or the F., C. & W. R. R., and proceeding thirty or forty miles, sportsmen can enjoy eight hours of quail shooting and return in time for supper. Arrangements may be made for the stoppage of trains between stations. Early in the season the river for many miles below the city is literally covered with ducks. By taking the steamer "Mabel F" in the morning a number of hours can be devoted to ducking, and parties can return to the city on any of her trips, which are two hours apart. McGirt's and Pottsburgh Creeks, within three miles of the city, furnish fine bass fishing. At Jones' boat yard Whitehall boats and good oarsmen can be hired at all times. A fast steamer leaves the city for Mayport daily, and at Burroughs' hotel fishermen can secure a good bed and a square meal at one dollar and a half per day. The creeks and bayous in the neighborhood are stocked with ducks. At the jetties, two miles from Mayport, superior sea trout and sheepshead fishing exist. Fishermen, who will provide boats and bait, can be hired at \$2.50 per day. On several occasions I have secured the services of a fisherman named McMullen, and I can recommend him as honest, reliable and industrious; as he fishes for a living he is acquainted with the points where fish do most congregate.

DEER.

Sportsmen desirous of engaging in deer shooting should visit the head of St. Sebastian creek (a tributary of the Indian River) Sanibal Island, the upper Caloosahatchie, the Southwest Coast south of Punta Rassa, or the lower Kissimmee country. A railroad is in operation from Sanford to Kissimmee City on Lake Tahoepekaliga, and by December 1st two or more steamboats will be plying on the Kissimmee river to Lake Okeechobee. Lake Istokpoga lies about twenty miles Northwest from Lake Okeechobee, and is reached by Istokpoga Creek, which empties into the Kissimmee River about twenty miles north of Lake Okeechobee. Lake I. is about twenty miles long and six wide, and is the home of the alligator. Sportsmen can transport a boat from Sanford to Kissimmee City, and secure a tow to the mouth of Istokpoga Creek. The region around the lake has not been visited by sportsmen, and, in consequence, offers a superior field for 'gator killing, turkey shooting, and deer and bear hunting. Cattle owners who are in the habit of visiting the country around the lake have assured me that large game exists in great quantity. Based upon our observation and experience in lakes farther south we have reason to believe that ducks exist in countless numbers,

and that the fishing must be excellent. At Lake Istokpoga sportsmen will find an untrodden field, and we feel assured that they would be surfeited with sport. As a corner grocery or store does not exist within one hundred miles, a stock of food must be transported to the camp.

HEAD OF THE ST. JOHNS RIVER.

South of Lake Monroe this stream passes through extensive marshes and several lakes; and friends who have visited this section informed me that snipe and ducks exist in great quantities, and that the water is literally alive with fish. In the woods and prairies adjoining the lakes fair deer and turkey shooting can be obtained. A through steamer leaves Jacksonville every Saturday for the upper lakes. As a boat is indispensable one should be purchased in Jacksonville and transported on steamer's deck.

INDIAN RIVER.

This river, or more properly speaking, salt water bayou, has, to a certain extent, been inaccessible in the past. To reach it sportsmen should take steamer to the upper lakes and proceed to Titusville or Rock Ledge where suitable boats, with experienced captains, can be chartered on reasonable terms. On the river flats good duck shooting will be found, and in the hammocks and on the high lands adjoining the tributary streams, fair deer and turkey shooting can be obtained. At the mouth of the river the angler and hand-line fisherman can occupy their time until muscles cry out *peccavi* in the capture of blue fish, sheepshead, cavalli channel bass, mangrove snapper, and many other varieties too numerous to mention.

CANOEING.

To the canoeist Florida offers unusual attractions. A canoe can be shipped by steamer to Savannah from Boston, New York, Philadelphia or Baltimore, and by S. Florida & W. Railway to objective point. The canoeist can arrange in Savannah for a passage in the caboose of a freight train, and unload his canoe and impedimenta at the crossing of the Suwannee River north of Live Oak, or proceed to Rowland's Bluff, south of Lake City and thereby avoid rapids and log booms. The Suwannee River is a beautiful stream with high bluff banks, and the voyageur can descend it to the Gulf. If disposed he can traverse the bay and inside passages to Cape Sable: or, if inclined to prolong his trip, he can ascend the Caloosahatchie River to the Falls, paddle up the canal in course of excavation south of Okeechobee, and when the dredge boat is reached work to Lake Okeechobee. Before the first of January it is probable that a navigable canal will be completed from the falls to the lake. From Lake Okeechobee the Kissimmee can be ascended to Kissimmee City, and at that point the canoe can be placed in a car and transported to Sanford; at which point the canoe can be launched and the noble St. Johns descended to Jacksonville. If disposed the canoeist can prolong his jaunt by sailing or paddling his canoe through the inside passage to Fernandina and Savannah.

East of Waldo the canoeist will find an interesting lake region; for within fifteen miles of that place forty-two lakes from 200 yards to 7 miles long exist. These lakes vary in elevation from 70 to 130 feet above tide water. The paddler will find the end of the Santa Fe Canal within 300 yards of the depot at Waldo, which will lead him into Lake Alto, and from Lake Alto a short canal will conduct him to Lake Santa Fe—a

beautiful sheet of water covering about 30 square miles. At the easterly end of Santa Fe Lake, the village of Melrose will be found with stores and post office. At this point a conveyance can be obtained to transport canoe and impedimenta a distance of two miles to Five Mile Lake. In many cases a portage of a few hundred feet will enable the canoeist to reach another lake. The land adjoining the lakes is elevated, dry and remarkably healthy. Duck, snipe and plumage birds are plentiful, and every lake, creek and pond is well supplied with bass, perch and brim. When tired of lake exploration the wanderer can descend the Etoneah or Black creeks to the St. Johns river. When we consider the healthfulness of the State, its accessibility, its unrivaled climate, and its thousands of miles of placid waters eminently adapted to canoeing, we can only express our surprise that so few engage in canoe trips in Florida.

FLY FISHING.

No portion of the world presents so fine a field for the fly fisherman as the southwest coast of Florida. Mr. E., of New York captured with the fly, within a few weeks, on the Homosassa river, ten distinct species of fish. Last spring my friend, Dr. F., of New York, visited me and stated that he had fished in the far west, in the tributaries of Lake Superior, in the Adirondacks and in Canada, but no place equaled Southwest Florida for fly fishing. He enumerated eleven distinct species of fish that he had captured with the artificial fly—among the number were channel bass, brown snapper, cavallii, ravallier, sea trout, large mouthed black bass and skip-jacks. And I will ask, where else but in Florida can such a number of fish be captured with the fly on one stream but ten miles in length? On the southwest coast the fish have not been educated, and they will not refuse anything in the shape of an artificial fly so long as it is large and gaudy. One of the best of biters and a plucky fighter is the cavallii. At certain points, more especially on the Caloosahatchie river, above the islands, they run very large—occasionally attaining a weight of sixteen pounds.

BOAT LIFE ON THE SOUTH-WEST COAST OF FLORIDA.

As a winter cruising ground this coast cannot be equaled. The climate is all the most exacting can demand. During the winter rain seldom falls, storms are very infrequent, surf and undertow do not exist, health is beyond question, the coast line is shallow, duck and beach bird shooting cannot be equaled, and the fishing is superb.

For a cruise on this coast a boat of from five to eight tons, accommodating four to six persons, can be chartered at from five to seven dollars per day. The charter will include captain, boy, skiff, stove, cooking utensils and bedding. Provisions can be purchased on reasonable terms at Cedar Keys. For a trip on this coast, a sharpie from twenty-five to thirty feet long with a large cabin would fill the bill. A boat could be shipped by sailing vessel from New York to Jacksonville, and by train to Cedar Keys. My first trip on the coast from Cedar Keys to Charlotte Harbor and the head of the Caloosahatchie was made in a flat bottomed boat, twenty-one feet long and seven feet six inches beam. My last trip from Key West to Cedar Keys was made in a cat boat sixteen feet long and six feet beam. At the passes (entrances to bays and lagoons) along the entire coast superior fishing will be found.

A party of two can enjoy a trip on this coast if they provide themselves with a boat similar in model to a Delaware River batteau. She should be twenty feet long and seven feet wide, six inches higher in the sides than usually built; decked over for at least six feet forward; cabin, eight feet long, and clear cockpit of six feet; wash-board, eight inches wide. With centerboard and cat rig, such a boat would answer an

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To the canoeist Florida offers unusual attractions. A canoe can be shipped by steamer to Savannah from Boston, New York, Philadelphia or Baltimore, and by S. Florida & W. Railway to objective point. The canoeist can arrange in Savannah for a passage in the caboose of a freight train, and unload his canoe and impedimenta at the crossing of the Suwannee River north of Live Oak, or proceed to Rowland's Bluff, south of Lake City and thereby avoid rapids and log booms. The Suwannee River is a beautiful stream with high bluff banks, and the voyageur can descend it to the Gulf. If disposed he can traverse the bay and inside passages to Cape Sable: or, if inclined to prolong his trip, he can ascend the Caloosahatchie River to the Falls, paddle up the canal in course of excavation south of Okeechobee, and when the dredge boat is reached work to Lake Okeechobee. Before the first of January it is probable that a navigable canal will be completed from the falls to the lake. From Lake Okeechobee the Kissimmee can be ascended to Kissimmee City, and at that point the canoe can be placed in a car and transported to Sanford; at which point the canoe can be launched and the noble St. Johns descended to Jacksonville. If disposed the canoeist can prolong his jaunt by sailing or paddling his canoe through the inside passage to Fernandina and Savannah.

East of Waldo the canoeist will find an interesting lake region; for within fifteen miles of that place forty-two lakes from 200 yards to 7 miles long exist. These lakes vary in elevation from 70 to 130 feet above tide water. The paddler will find the end of the Santa Fe Canal within 300 yards of the depot at Waldo, which will lead him into Lake Alto, and from Lake Alto a short canal will conduct him to Lake Santa Fe—a

beautiful sheet of water covering about 30 square miles. At the easterly end of Santa Fe Lake, the village of Melrose will be found with stores and post office. At this point a conveyance can be obtained to transport canoe and impedimenta a distance of two miles to Five Mile Lake. In many cases a portage of a few hundred feet will enable the canoeist to reach another lake. The land adjoining the lakes is elevated, dry and remarkably healthy. Duck, snipe and plumage birds are plentiful, and every lake, creek and pond is well supplied with bass, perch and brim. When tired of lake exploration the wanderer can descend the Etoneah or Black creeks to the St. Johns river. When we consider the healthfulness of the State, its accessibility, its unrivaled climate, and its thousands of miles of placid waters eminently adapted to canoeing, we can only express our surprise that so few engage in canoe trips in Florida.

FLY FISHING.

No portion of the world presents so fine a field for the fly fisherman as the southwest coast of Florida. Mr. E., of New York captured with the fly, within a few weeks, on the Homosassa river, ten distinct species of fish. Last spring my friend, Dr. F., of New York, visited me and stated that he had fished in the far west, in the tributaries of Lake Superior, in the Adirondacks and in Canada, but no place equaled Southwest Florida for fly fishing. He enumerated eleven distinct species of fish that he had captured with the artificial fly—among the number were channel bass, brown snapper, cavallii, ravallier, sea trout, large mouthed black bass and skip-jacks. And I will ask, where else but in Florida can such a number of fish be captured with the fly on one stream but ten miles in length? On the southwest coast the fish have not been educated, and they will not refuse anything in the shape of an artificial fly so long as it is large and gaudy. One of the best of biters and a plucky fighter is the cavallii. At certain points, more especially on the Caloosahatchie river, above the islands, they run very large—occasionally attaining a weight of sixteen pounds.

BOAT LIFE ON THE SOUTH-WEST COAST OF FLORIDA.

As a winter cruising ground this coast cannot be equaled. The climate is all the most exacting can demand. During the winter rain seldom falls, storms are very infrequent, surf and undertow do not exist, health is beyond question, the coast line is shallow, duck and beach bird shooting cannot be equaled, and the fishing is superb.

For a cruise on this coast a boat of from five to eight tons, accommodating four to six persons, can be chartered at from five to seven dollars per day. The charter will include captain, boy, skiff, stove, cooking utensils and bedding. Provisions can be purchased on reasonable terms at Cedar Keys. For a trip on this coast, a sharpie from twenty-five to thirty feet long with a large cabin would fill the bill. A boat could be shipped by sailing vessel from New York to Jacksonville, and by train to Cedar Keys. My first trip on the coast from Cedar Keys to Charlotte Harbor and the head of the Caloosahatchie was made in a flat bottomed boat, twenty-one feet long and seven feet six inches beam. My last trip from Key West to Cedar Keys was made in a cat boat sixteen feet long and six feet beam. At the passes (entrances to bays and lagoons) along the entire coast superior fishing will be found.

A party of two can enjoy a trip on this coast if they provide themselves with a boat similar in model to a Delaware River batteau. She should be twenty feet long and seven feet wide, six inches higher in the sides than usually built; decked over for at least six feet forward; cabin, eight feet long, and clear cockpit of six feet; wash-board, eight inches wide. With centerboard and cat rig, such a boat would answer an

admirable purpose; her draft would be light, and she could be rowed and poled in an emergency. Instead of seats moveable boxes could be constructed, and used for the stowage of provisions, arms, ammunition, firewood, etc. At night these boxes could be stored in the cockpit or on the cabin, and ample sleeping room would be provided. With a canvas tent to pass over the boom at night, and fasten to screw-eyes on each side, the cockpit and cabin could be protected from rain and dew. Before parties indulge in a cruise on this coast, they should peruse "Camp Life in Florida," published by Forest and Stream Publishing Company, New York.

CHARLOTTE HARBOR.

Until recently this portion of Florida was almost a *terra incognita*, and the first extended notice of it was published in the *Forest and Stream*, and republished in "Camp Life in Florida."

Having spent nearly two months in the region referred to, enjoyed the equable temperature, balmy atmosphere, refreshing breezes, and unrivaled sporting attractions, we sincerely trust that the adventurous tourist and sportsman may be induced to follow in our wake.

Nearly seven years have elapsed since we navigated Clear Water Harbor, Tampa and Sarasota Bays, coasting the mainland from Sarasota Pass to Gasparilla Pass, wandered among the islands of Charlotte Harbor, ascending the Caloosahatchie River to Fort Thompson, and succeeded in reaching the almost unknown lake, Okeechobee. Often has memory carried us back to the pleasant scenes of that trip, and we sometimes sigh for an opportunity to revisit the many charming spots found *en route*, and to fight over again our battles with sharks, alligators, devil fish *et al.*

Persons desirous of visiting and camping out at Charlotte Harbor should have one or more batteaux, fourteen feet in length, built at Cedar Keys, costing, with oars, rowlocks and one coat of paint, about \$15. A large and comfortable steamer leaves Cedar Keys twice weekly for Punta Rassa; excursion ticket, \$18. Arrangements can be made for the transportation of the boats on the steamer's deck. By making arrangements with Mr. Mitchell, store keeper at Cedar Keys, a fresh supply of provisions can be obtained as often as necessary; freight about 40 cents per 100 lbs. Fort Meyers, distant from Punta Rassa about twenty miles, possesses three large stores, where a supply of provisions can be secured. The steamer Spitfire plies between Fort Meyers and Punta Rassa twice weekly, and Captain Nelson would execute commissions. At Punta Rassa there is a post office and telegraph station, and although out of the world the wanderer can communicate with home. A good point for camping would be Sanibal Island, and if an A tent were pitched on the beach no inconvenience would be experienced from insects. Deer are plentiful on the island, superior oysters exist in some of the lagoons, beach birds can be found in great numbers. Jacob Summerlin has an extemporized hotel near the dock, where sportsmen can board and obtain a good meal. At the dock they can enjoy the best sheepsheading in the United States, and if they seek larger game they can indulge in the capture of sun fish ranging from 50 to 300 lbs. If disposed to try camp life in Estero Bay or at Gorden's Pass, parties can engage a small sloop at Punta Rassa to remove them and their effects. Gorden's Pass is about 28 miles south of Punta Rassa, and furnishes a fine field for fishing, ducking, beach bird shooting and bear and deer hunting. In this section bears are very plentiful, and if sportsmen hanker after a hug they may be accommodated. From Gorden's Pass inside channels can be followed to Galleran's Bay, and from this bay to Cape Sable the coast line is very shallow, and among the islands unrivaled sport can be obtained. In the fall of '81 a correspondent contributed a series of eight letters to the *American Field*, of Chicago, descriptive of the south-west coast of Florida, and parties who propose visiting this section should receive the numbers.

AMMUNITION AND FISHING TACKLE.

Powder, shot, shells, fixed ammunition and fish hooks can be purchased as cheap at Pitman's Sporting Emporium in Jacksonville as in New York. Flies, fly rods and cutty hunk lines should be obtained in the North. Cable laid cotton lines for bass and jew fish fishing can be purchased at Hubbard & Co.'s at fifty cents per pound.

BOATS.

Whitehall boats can be purchased on reasonable terms at Jones' boat yard in Jacksonville. Batteaux will be built to order in Cedar Keys at about \$15 each. They can be ordered through J. Ira Gore of Cedar Keys. Small sloops of four to six tons burthen suitable for cruising on the Southwest Coast can be chartered at Cedar Keys at from \$5 to \$6 per day. At St. Augustine and Titusville suitable boats can be secured on reasonable terms. Parties who wish boats built to suit their views should communicate with Mr. Chappell, Boat Builder, Jacksonville. He built two cruising boats for me, and I can recommend him and his work. If persons ship boats by schooner to Jacksonville they can consign them to the care of John Clark, Esq.

CLIMATE, HEALTH, ETC.

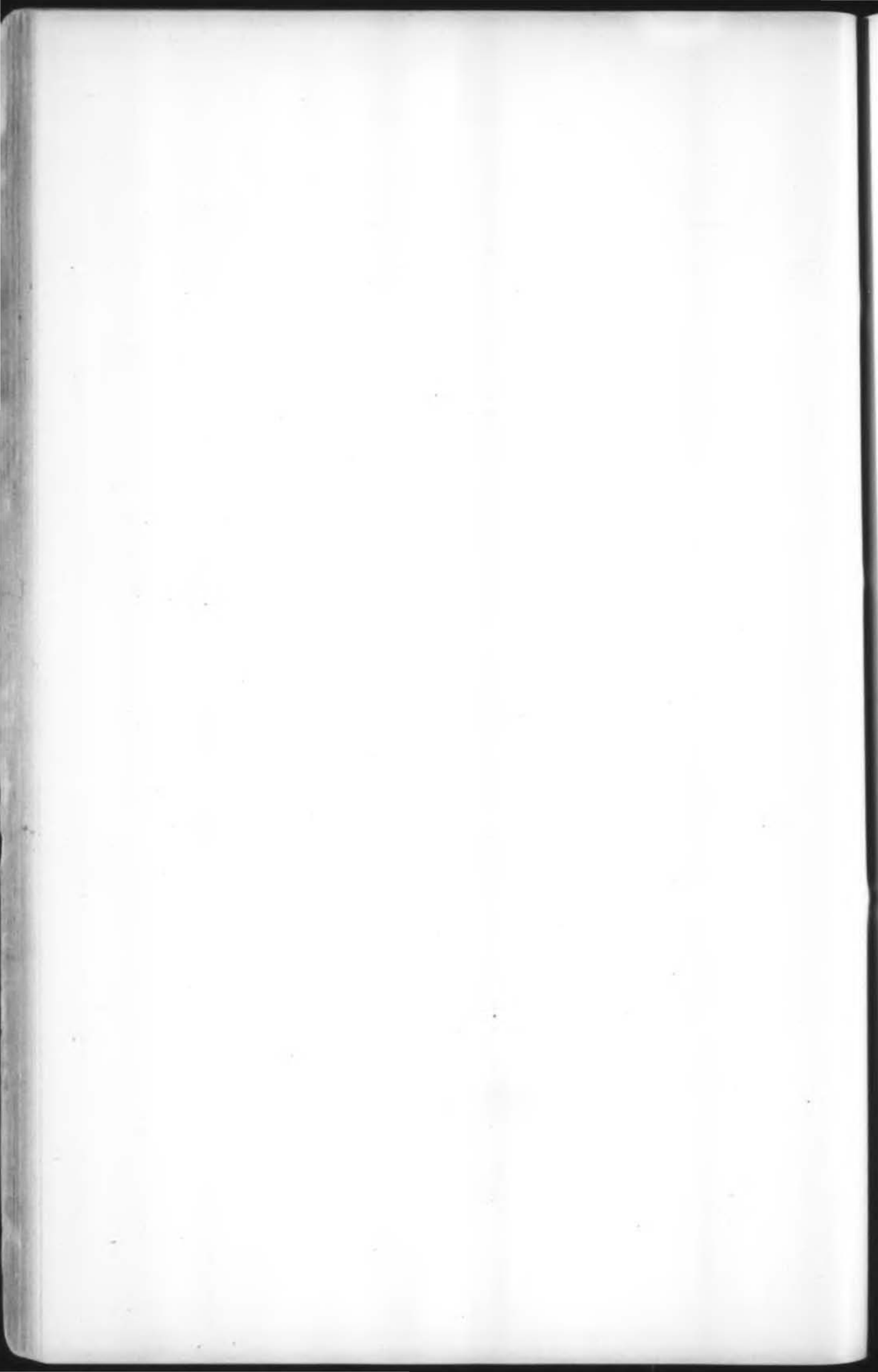
During the winter months the climate of Florida cannot be equaled by that of any portion of the Union; rain seldom falls and storms are very infrequent. The health of the State is remarkable, the late census showing that the mortality is only 10.6 per thousand—less than that of any State east of the Rocky Mountains. The bugbear, malaria, merely exists in the brains of those who wish to deflect travel from Florida.

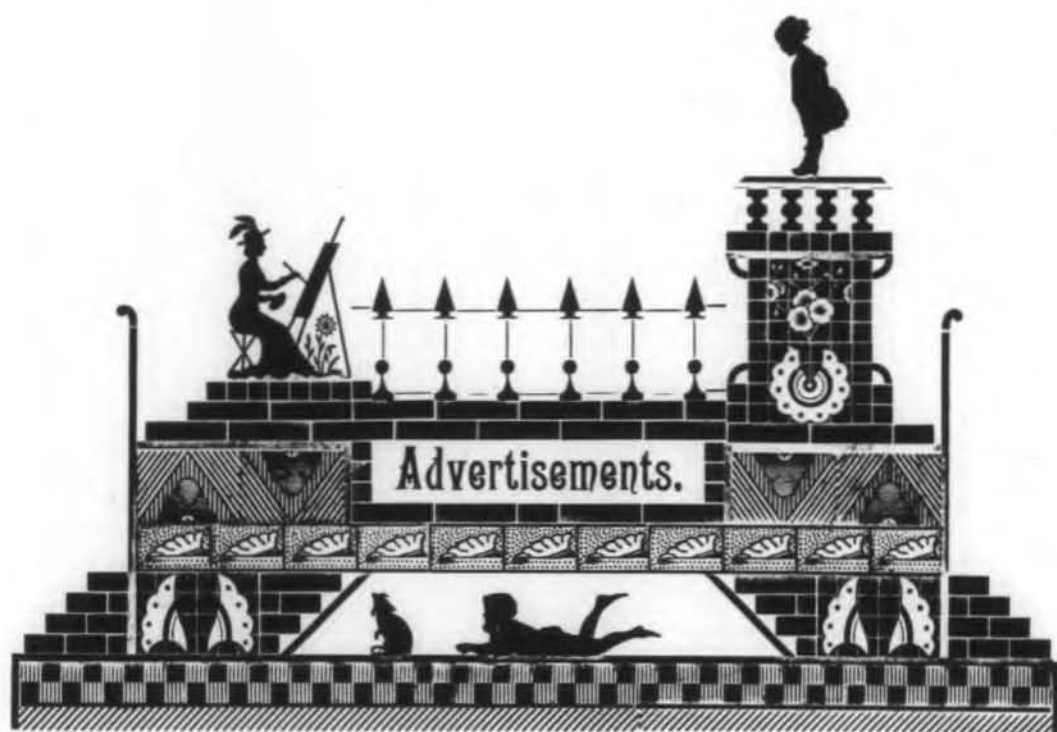
During the winter months insect pests are not troublesome. Snakes need not be feared, for, in all my wanderings in the State I have met with but one rattler.

To those who are seeking health and recreation, and can appreciate a superior winter climate, enjoy good hunting, excellent shooting, and unsurpassed fishing, we will say, from actual experience, indulge in a boat cruise in the Land of Flowers.

On arrival in Jacksonville, sportsmen should receive the statements of steamboat and railroad runners *cum grano salis*, and consult some person who has no axe to grind, and who is familiar with the sporting resources of the State. By inquiry of Pitman of the "Sportsman's Companion," or Mr. Campbell of the St. James, Mr. Foster of the St. Marks, Mr. Lee of the Duval, or Mr. Davis of the Everett House, gentlemen will be furnished the names of those who will cheerfully give reliable information, and who will smooth the way for the uninitiated.







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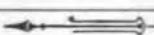
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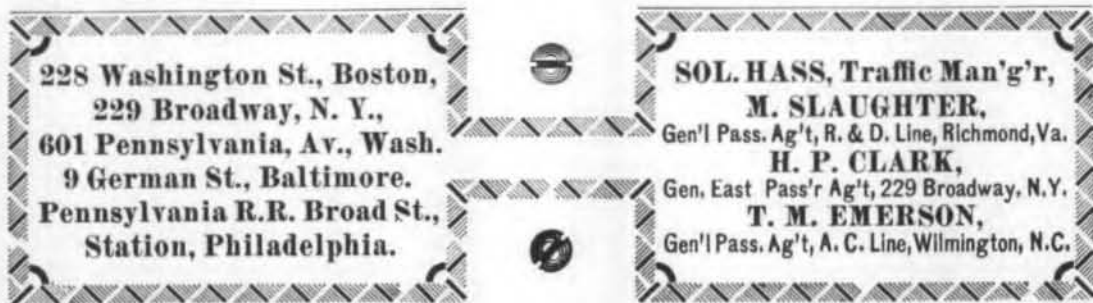
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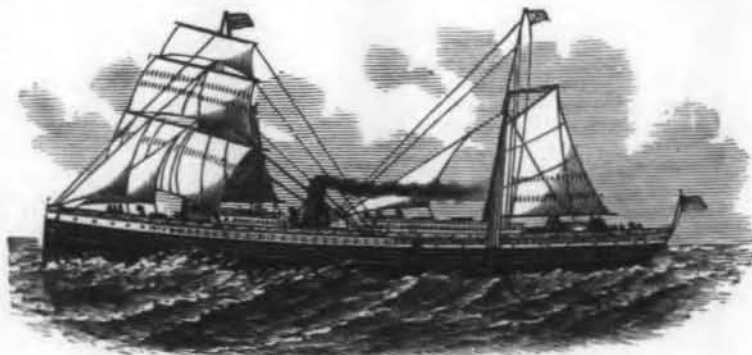
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CITY OF SAVANNAH, Capt. Catherine,

TALLAHASSEE, Capt. Fisher,
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— SAILING FROM —

— **NEW YORK AND SAVANNAH,** —

As per Advertisements in New York, Savannah, and Jacksonville papers.

Each Steamship being provided with an ELECTRIC LIGHT, there is NO DELAY IN SAVANNAH RIVER BY NIGHT.

All of the above vessels have been completed since 1877. They are of great strength and speed, and the accommodations for passengers are unsurpassed.

Close Connections made with the SAVANNAH, FLORIDA AND WESTERN RAILWAY, WAYCROSS SHORT LINE, and THE SEA ISLAND ROUTE, INLAND LINE STEAMERS to and from Florida (stateroom and meals included with first-class ticket), reduces the running time between NEW YORK and JACKSONVILLE to SIXTY-FIVE HOURS.

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FLORIDA SEASON

—) 1882 and 1883. (—

The New York & Charleston Steamship Co.

invite the attention of the traveling public to the increased facilities they are prepared to offer them during the coming season. All of their Steamers have been completely overhauled during the Summer, refurnished, repainted &c., and now comprise as fine a fleet as there is on the **ATLANTIC COAST.**

City of Columbia,	- - -	Captain Woodhull,
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AVERAGE TIME

New York to Charleston

—IS—

*Santo Domingo, Captain Reed,
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HOURS.

Sailing Wednesday and Saturday from Pier 27 N. R. at 3 p. m.

AND SAME DAY FROM CHARLESTON

—) TO SUIT THE TIDE. (—

Close connections are made at Charleston with the Double Daily Train of the Charleston and Savannah R. R. and Waycross Short Line.

TIME, CHARLESTON TO JACKSONVILLE, 11 HOURS AND 30 MINUTES.

All Tickets by this Line include Meals and Staterooms, New York to Charleston. Tickets are on Sale at all the principal Ticket Offices in the East on the line of the New York Central R. R. and New York, Lake Erie and Western R. R.

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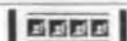
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The Steamships of this Company ply regularly between



SAVANNAH AND BALTIMORE,



BALTIMORE AND BOSTON



BALTIMORE ^{AND} PROVIDENCE.



Leaving Savannah for Baltimore twice a week during the Fall, Winter and Spring Months, and every five days during the Summer.

The Baltimore Route is the most direct between the South and West, it is also the most economical and quickest.

The Steamers are first class in every respect, with excellent accommodations for Passengers. Reduced rates of Passage to Emigrants from Baltimore and all Points West and Southwest.

This Company's Steamers are specially arranged for the transportation of Fruit and Vegetables, and Through Bills of Lading at low rates will be issued.

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Running Steamers Weekly Direct Between
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Leave Nickerson's Wharf, Boston, every Thursday at 3 o'clock, P. M. Savannah every Thursday according to tide.

MAGNIFICENT NEW IRON STEAMERS OF 2,200 TONS EACH.

GATE CITY, Capt. Daniel Hedge.

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FINEST PASSENGER ACCOMMODATIONS OF ANY STEAMERS ON THE COAST

Lowest Rates and Fastest Time.

Connect at *Savannah* with *Central R. R. of Ga., Savannah, Florida and Western Railway*, and all Steamer Lines, for all points in *Georgia, Florida* and *Alabama*.

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St. Augustine Hotel.

ST. AUGUSTINE, FLA.

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Old Dominion Steamship Co.,

FOR NEW YORK,

CONNECTING WITH

Atlantic Coast  *Piedmont Air Lines,*

Leave NORFOLK, VA., Monday, Tuesday, Wednesday & Saturday at 6 p.m.

Leave RICHMOND, VA., Sunday, Tuesday and Friday about Noon,

Connecting with Trains from Florida and the South.

Passengers intending to visit Old Point Comfort (Hygeia Hotel) will find this a most desirable route. The Steamers are first-class in every respect.

STEAMERS GOING SOUTH

—LEAVE—

NEW YORK for Richmond every Tuesday, Thursday and Saturday at 3 p.m.,

and for Norfolk every Tuesday, Thursday, Friday & Saturday at 3 p.m.,

CONNECTING FOR FLORIDA AND THE SOUTH.

Tickets on sale at Ticket Offices, North and South.

W. H. STANFORD, Secretary.

Crescent City and Palatka

STEAMBOAT LINE.

STEAMER



GEORGIA

Leaves Jacksonville for Crescent City, Tues., Thurs. and Sat. at 9 a.m.

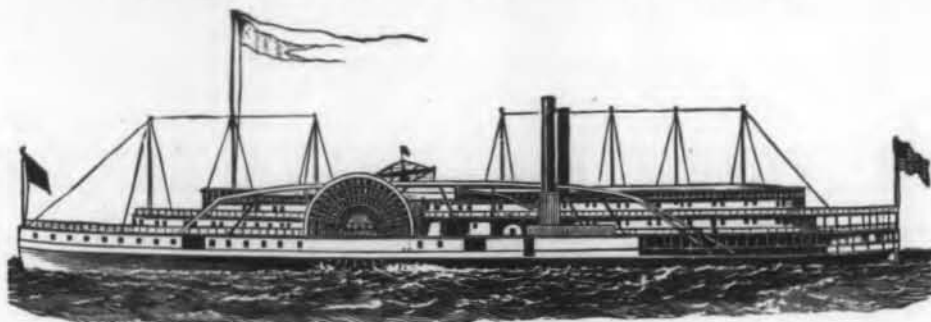
STEAMER ESCORT,

Captain G. N. BEACH,

Leaves Palatka Daily [Sundays excepted] at 2 p. m.

DeBary Merchants Line.

CARRYING THE U. S. MAIL.



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*City of Jacksonville, Fred'k DeBary, H. B. Plant, Anita, Rosa,
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ONLY FIRST-CLASS STEAMERS RUNNING THROUGH FROM JACKSONVILLE TO THE UPPER ST. JOHNS.

REGULAR MAIL LEAVES

JACKSONVILLE DAILY (Sundays excepted,)

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GREEN COVE SPRINGS, TOCOI, PALATKA, SANFORD, ENTERPRISE,

AND ALL INTERMEDIATE LANDINGS SOUTH OF PALATKA.

—) CONNECTS AT (—

**PALATKA, WITH FLORIDA SOUTHERN RAILROAD, FOR HAWTHORNE,
GAINESVILLE AND OCALA.**

—) CONNECTS AT (—

**ASTOR WITH ST. J. & L. E. R. R. FOR FORT MASON, PENDRYVILLE, YALAHA,
LEESBURG AND ALL POINTS ON LAKES EUSTIS & HARRIS.**

—) CONNECTS AT (—

Sanford with Southern Florida Railroad, for Maitland, Apopka and Orlando.

—) CONNECTS AT (—

Enterprise with Stage Lines for New Smyrna, Halifax & Indian Rivers.

Returning leaves Enterprise daily (Sundays excepted), at 7 A. M., and SANFORD on arrival of morning train from Orlando, arriving at Jacksonville early next morning, making close connections for all points North, East and West.

Fast Mail leaves Jacksonville daily (Sundays excepted) from S. F. & W. R'y Co's wharf on arrival of Fast Mail Train from New York, touching only at Green Cove Springs, Toco, Palatka, San Mateo, Welaka, Georgetown, Volusia, Astor, Deland, Blue Springs, Enterprise and Sandford. Makes same connections as regular mail.

During the winter months the DEBARY MERCHANTS LINE will run a boat daily (Sundays excepted) between Palatka and Enterprise, making the entire run both ways by daylight.

W. B. WATSON,
Gen'l Manager.

CHAS. B. FENWICK,
Gen'l Pass'r Agent.

ST. JOHNS RIVER FAST LINE.

INAUGURATED 1875.

THE ELEGANT, LARGE, FIRST-CLASS FAST STEAMERS

JOHN SYLVESTER AND ELIZA HANCOX

— LEAVE —

JACKSONVILLE DAILY (except Sunday,)

FROM COMPANY'S FINE COVERED WHARF, FOOT

Hogan St., (Astor Block) at 9.30 A.M. and 2.00 P.M.

— FOR —

PALATKA, ST. AUGUSTINE, GREEN COVE SPRINGS, MAGNOLIA.

CONNECTING AT PALATKA WITH ALL STEAMERS FOR

Enterprise, Sanford, and Intermediate Landings on Upper St. Johns River,

— WITH —

RAIL, STEAMER AND STAGE CONNECTIONS

TO ALL TRIBUTARY POINTS.

Connection at Palatka with Florida Southern R. R. for Gainesville, Ocala, etc., and with Steamers for Ocklawaha River.

Returning Steamers *Leave Palatka 8.00 A. M. and 2 P. M.*

Connections with all Railroad Lines at Jacksonville, to and from the North, East, South and West.

Tickets issued by Steamship and Railroad Lines from the North, East and West, for all points beyond Jacksonville via St. Johns River, are good by this Line.

Tourists and Travelers generally will please consult advertising circulars of the Line for further particulars.

Change of Schedule Time during the Summer Season.

OFFICE,

←≡≡≡ JACKSONVILLE, FLA. ≡≡≡→

C. V. H. POST,

GEN'L AGENT.

JOHN A. POST,

MANAGER.

FLORIDA SOUTHERN RAILWAY.

Completed from Palatka on the St. Johns River to Ocala and Gainesville, 81 miles, under construction from Ocala to Leesburg, Tampa and Charlotte Harbor, and from Gainesville to Lake City, Florida and Macon, Georgia.

THE ORANGE BELT ROUTE

OF FLORIDA,

Two daily Passenger trains connecting at Palatka with all Steamer Lines on the St. Johns River for Jacksonville, St. Augustine, Toccoi, Sanford, Astor, San Mateo, Enterprise and all other points south and north.

FAST LINE AND SMOOTH TRACK.

PASSENGER COACHES EQUIPPED WITH ALL MODERN IMPROVEMENTS,

Miller Platforms, Air Brakes, &c.,

This is by far the most pleasant route to Gainesville, Ocala, Silver Springs and all towns in South Florida.

Daily connection with the Company's Steamer Alpha for all points on Orange and Lockloosa Lakes.

TOURISTS' TICKETS AT REDUCED RATES.

H. S. MING,

Superintendent,

S. H. BASS,

Gen'l Pass'r & Ticket Ag't.

PALATKA, FLA.



1,000,000 ACRES

— OF —

FINE FARMING LANDS,

— IN THE BEST —

ORANGE, FRUIT & VEGETABLE

DISTRICT

IN THE STATE OF FLORIDA,

FOR SALE BY THE

Florida Southern Railway Company

— ON —

VERY EASY TERMS

TO ACTUAL SETTLERS.

These Lands are well adapted to the cultivation of the Orange, Lemon, Sugar Cane, Cotton, Rice and all kinds of Early Vegetables. They are accessible to a market by the Railway recently opened, and a settler with but little capital can soon establish a profitable farm.

✎ For particulars write to the Company's Superintendent of Lands,

C. A. BOARDMAN,

Palatka, Putnam Co., Florida.

ST. JOHNS ^{AND} LAKE EUSTIS R'Y

THE GREAT LAKE REGION ROUTE,

OFFERS DAILY PASSENGER SERVICE

TO AND FROM — **ASTOR,** — AND ALL POINTS

On line of Road; thence by

NEW LAKE STEAMER ROXIE to and from LEESBURG

And all Intermediate Landings on LAKES EUSTIS and HARRIS; also connecting via **TAVUES** (the new town on Lake Dora) for points on adjacent lakes.

At **ASTOR**, connects with steamers via St. Johns River to and from JACKSONVILLE and all points on the River.

THE MAIL STATIONS BETEEN ASTOR AND FORT MASON

— ARE —
BRYANT, RAVENSWOOD, GLENDALE
SUMMIT, ALTOONA, UMATILLA.

The distances being, from ASTOR to SUMMIT, 13 miles; from SUMMIT to RAVENSWOOD, 4 miles; from RAVENSWOOD to ALTOONA, 2 miles; from ALTOONA to GLENDALE, 2 miles; from GLENDALE to UMATILLA, 1 mile; from UMATILLA to FORT MASON, 4 miles.

The first five miles of country through which this road runs belongs to what is known as the Astor grant, being chiefly low pine lands, well timbered. From the Astor tract to Summit, a distance of 8 miles, it passes across the great Florida Scrub.

From Summit to Fort Mason the lands are high and rolling, with clear water lakes thickly scattered along the line of road, which for beauty cannot be surpassed by any of their kind in the State.

Altoona, the principal town or village, will ere long be one of the towns of importance in South Florida, where Northern visitors will find every inducement for pleasure or health.

From Lakes Harris and Eustis and the country around Fort Mason, the orange crops in winter and the vegetable crops in the spring are transported by the St. Johns and Lake Eustis Railway to the St. Johns River. Both crops are rapidly increasing.

GOOD HOTEL ACCOMMODATIONS

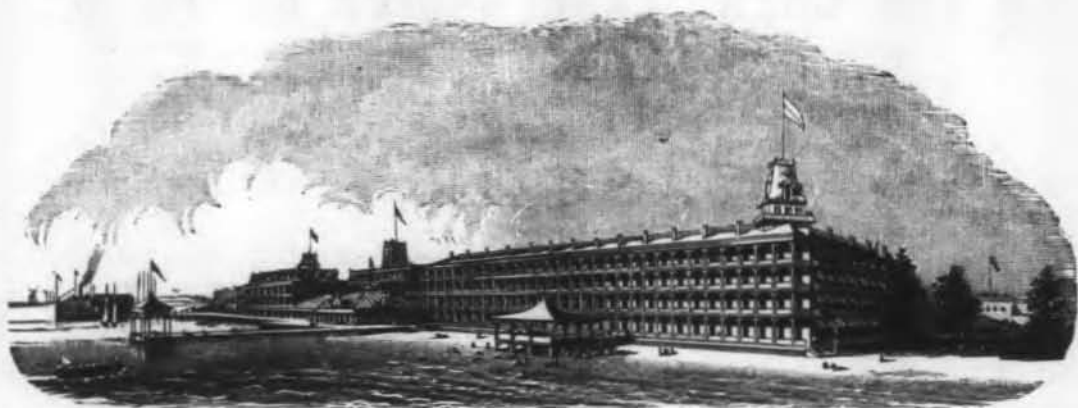
At Eustis, Tavues and Leesburg, and it is expected to erect a hotel at Astor, by November, '82.

W. J. JARVIS,
Superintendent.

W. H. TREADWELL,
Gen'l Freight and Pass'r Agent.

The Hygeia Hotel,

OLD POINT COMFORT, VA.



AS ENLARGED AND IMPROVED.

SITUATED ONE HUNDRED YARDS FROM FORT MONROE, AT THE CONFLUENCE OF THE CHESAPEAKE BAY AND HAMPTON ROADS, 180 miles south from Baltimore, and about 15 north of Norfolk and Portsmouth ; all passenger steamers running to and from those cities touch at the pier, going and returning, with the United States Mails, landing only twenty rods from the Hotel, which is substantially built and comfortably furnished; has two Otis, hydraulic elevators, gas and electric bells or Creighton's Oral Annunciator in all rooms, baths including Hot Sea, and closets on every floor with the most perfect system of drainage of any hotel or public building in the country. As a resort for the pleasure seeker, invalid, or resting place for tourists on their way to Florida or the North, this House with accommodations for about 1,000 guests, presents inducements which certainly are not equaled elsewhere as a summer resort or cold weather sanitarium. Has during the cold weather over 15,000 square feet of spacious verandas encased in glass, enabling the most delicate invalid to enjoy the sunshine and fine water view without the slightest exposure. The climate of Old Point Comfort is unequaled for salubrity, having an average temperature of about 47 degrees in winter and 75 degrees in summer. MALARIAL FEVERS BEING ABSOLUTELY UNKNOWN. For sleeplessness and nervousness, the delicious tonic of the pure ocean air, and the lullaby of the ocean waves rolling upon the sandy beach, but a few feet from the bedroom windows, are most healthful soporifics of the Hygeia. For further information, address by mail or telegraph,

HARRISON PHOEBUS, Proprietor.

Leve & Alden's Hotel Coupons accepted.

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Atlanta, Ga.

SCOVILLE & TERRY, . . . Proprietors.

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NORVELL HOUSE,

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SCOVILLE & TERRY, . . . Proprietors.

THE EVERETT,

Jacksonville, Fla.

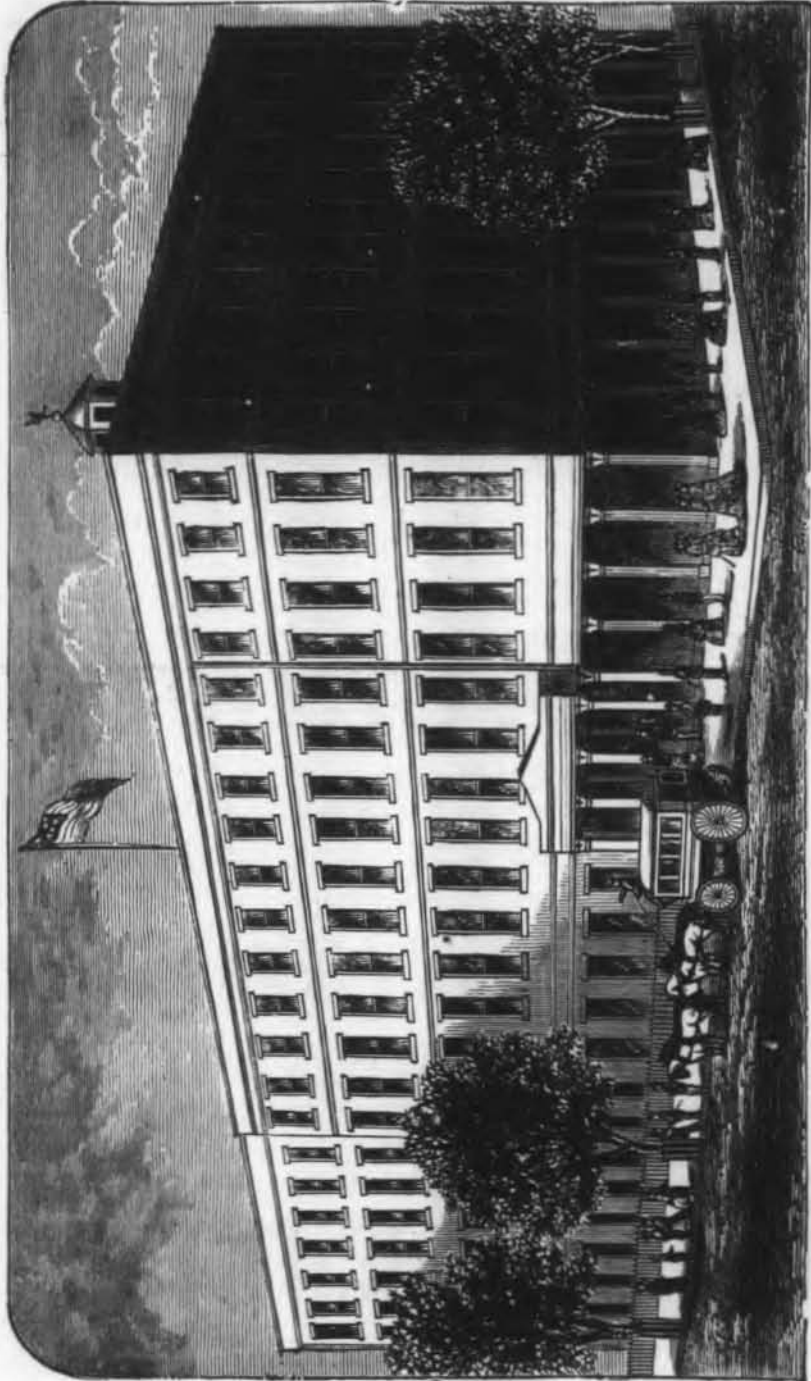
SCOVILLE & LEE, . . . Proprietors.

ALL STRICTLY FIRST-CLASS. 

 **YOUR PATRONAGE SOLICITED.**

THE PULASKI HOUSE

SAVANNAH, GA.



THE PULASKI HOUSE, SAVANNAH, GA.

Now the Leading First class Hotel in Savannah, Ga., (under the new proprietorship of the Goodsell Bros., late of the Cozzens' West Point Hotel, N. Y., and Egmont Hotel, Fernandina, Fla.,) has had improvements made upon it the past year to the amount of ten thousand dollars. All new beds, carpets, etc. Has the best cooking, and sets the best table of any hotel in Savannah.

MITCHELL HOUSE

MITCHELL HOUSE,

THOMASVILLE, GEORGIA.



THIS New and splendidly fitted Hotel, situated in the midst of a vast pine forest and surrounded with an atmosphere pure and dry, offers rare inducements to visitors.

The House has accommodations for Three Hundred Guests.

The Hotel is connected throughout by electric bells, and having all other modern improvements and appliances, including an elevator. The table will be supplied from the best markets, North, East, and South; neither pains nor expense will be spared to make the house a home for all of its patrons.

Good livery, and at reasonable rates. Fine hunting and fishing near the town. The management pledge themselves to make

THE MITCHELL

EQUAL TO THE BEST

Hotels in the South. All inquiries promptly responded to.

M. A. BOWER, Proprietor.

 *We Guarantee to Restore to the Soil
that Vitality absorbed by the Plant.* 

BRADLEY'S


ORANGE GROWER


— AND —

BRADLEY'S SUPER-PHOSPHATE

Will do all we Announce for it.

THE BRADLEY FERTILIZER COMPANY are pioneers in this branch of business, and are now the largest manufacturers in the United States.

The ORANGE GROWER is acknowledged by the best judges of Orange Culture to be the most complete Fertilizer now in use.

The use of the SUPER-PHOSPHATE for the *Vegetable* business is an undeniable fact. You have only to try these Fertilizers, and you will be one more to add to the list of their many testimonials.

A. M. BECK, AGENT,
JACKSONVILLE, FLA.



BREWER'S LUNG RESTORER,

THE ONLY RELIABLE AGENT KNOWN

FOR THE

CURE OF CONSUMPTION.

NO MORE

Hemorrhages from the Lungs

AFTER USING

THE FIRST BOTTLE.

We would recommend to all who have diseased Lungs and Throat, this sterling medicine. Numbers of consumptives (even in the last stages of this terrible disease, where there was but a small portion of the lung left), testify that they arrested the disease by using only two or three bottles of Brewer's Lung Restorer. Their physicians pronounced them incurable, and left them to pine away and die, and death would have soon been the result, but for a timely use of this article. We are well aware that we have a good deal to contend with in introducing this remedy, as there have been so many worthless nostrums sold heretofore, but we are so firmly convinced that we now have the long looked for CURE, that we are ready to say to all who have this disease that we firmly and conscientiously believe that no matter how far gone they are, if they will use the medicine by the directions, they will live long years afterwards living witnesses of the virtue of

BREWER'S LUNG RESTORER.

It has no equal in Bronchitis, Sore Throat, Hoarseness, Shortness of Breath, Influenza, Pain in Side, Clergyman's Sore Throat, Catarrh, and other diseases of the throat and lungs. In Asthma it gives almost instantaneous relief. It gives tone to the whole system, and every bottle will add from five to ten pounds to any one's weight if taken regularly. An infant can take it without the slightest injury, and we would urge parents to give it in cases of Whooping Cough, Bad Colds, and other diseases, where such a medicine is needed. Unlike the greater portion of Cough Medicines, this has not a particle of morphine or other opiates in it.

LAMAR, RANKIN & LAMAR,
Macon, Atlanta and Albany, Ga.

Cures Consumption, Bronchitis, Asthma, Catarrh, Sore Throat, Hoarseness, Shortness of Breath, Dyspepsia, Indigestion, Laryngitis, Influenza, Clergyman's Sore Throat, Whooping Cough, Difficult Breathing.

The only Remedy in the World that will cure Consumption and Bronchitis, as thousands will testify.

READ! READ! READ!

"One bottle Brewer's Lung Restorer cured me of Bronchitis in a week." **H. G. DAVIS.**

"Brewer's Lung Restorer cured my little daughter of Consumption." **GEO. F. WING.**

"It has proven a sovereign remedy in my family. Cured my wife." **GEO. W. SIMS.**

"Two bottles cured my friend who was almost gone with Consumption." **F. T. ABEL.**

"Stopped my Hemorrhages and cured me." **HENRY WOOTEN.**

"It is the best medicine in the market."

L. W. HUNT.

"Cured my wife of Bronchitis when every thing else failed." **N. C. MUNROE.**

"It is helping me very much."

JAS. G. GARDNER.

"Cured my shortness of breath."

C. C. BALKCOM.

"Has greatly benefited my son."

Mrs. E. J. WILLIAMS.

Beware of imitations. Our name must be on every wrapper. None other is genuine.

LAMAR, RANKIN & LAMAR.

WHEN SOUTHWARD BOUND,

STOP AT MACON, GEORGIA,

A progressive City of 20,000 inhabitants. Health record unsurpassed by any city in the United States. Noted for its beautiful situation, Social standing, Commercial and Educational facilities and enjoyable climate for Winter tourists. Write to or call on

H. HORNE,

Real Estate Agent,

MACON, GEORGIA,

who will gladly give any information desired.

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SELF-RAISING FLOUR,

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WHEATEN GRITS,

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 **Liquor Dealer,** 

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Among the many evidences of thrift and success in the South, none are more obvious than that of the House of

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They do an immense trade all over Georgia, Alabama, Florida and parts of the Southern States. Besides a large lot of their own publications, they keep all standard books: Miscellaneous, Religious, Law and School Books. They are headquarters for

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They handle Car load of Wrapping, Writing and Printing paper and keep all Printer's supplies. Also PIANOS, ORGANS and other MUSICAL INSTRUMENTS as low as the lowest of FIRST CLASS GOODS.

Send your orders to this House and you will get full satisfaction. If you have an opportunity, it will pay you to look at the immense establishment,

146 Second St., Macon, Ga., Branch House, 7 Cotton Ave., Macon, Ga.



S. GUCKENHEIMER & SON,

Wholesale Grocers,

LIQUOR AND FLOUR DEALERS,

149 & 151 BAY STREET,

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Our Stock is complete in every department of our business and we invite the merchants visiting our city, to call and examine same before purchasing elsewhere.

We are headquarters for every article in our line, and would be pleased to furnish quotations upon application.

J. B. REEDY,
G R O C E R

AND IMPORTER OF

FRUIT

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Florida Oranges,

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Axles, Hubs, Rims, Spokes and Wheels,

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Miami Powder Co. and Howe's Improved Scales.

ESTABLISHED 1859.

H. J. FEAR,

Successor to P. H. WARD & CO.,

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Bananas,

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141 Bay Street,

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Orders and consignments solicited.

WYVERLEY HOUSE,

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The Comfort of Visitors and Health-Seekers a Specialty.

This splendid new Hotel has just been completed, and is now open for the accommodation of guests. The menu and general management will be first-class.

Rates, \$2.00 per day, while the rates for monthly board will be extremely moderate.

S. A. PETERS, Proprietor.

BENDHEIM BROS. & Co.

Tobacconists,

No. 143 BAY STREET,

SAVANNAH, GA.

Hides, Wax and Wool sent us on consignment sold at highest market price, free of commission.



KAUFMANN'S RESTAURANT,

DRAYTON AND CONGRESS STS., SAVANNAH, GEORGIA.

New and elegantly furnished, situated in the best section of the City and easy access to Rail Road and Steamboat Landings and Hotels.

The table furnished with all the substantial and Delicacies afforded by the local and northern markets, and prepared in a most savory manner by competent cooks. In connection with the Restaurant will be found fine imported Wines, Liquors, Cigars, etc.

The fare is equal to any first class Hotel at moderate prices.

Polite waiters always in attendance and a share of the public's patronage solicited.

E. L. NEIDLINGER, SON & CO.,

DEALERS IN

Rubber & Leather Belting, Lacking,
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SADDLES, HARNESS AND LEATHER,

SPECIAL ATTENTION GIVEN TO THE

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156 ST. JULIEN & 153 BRYAN STREETS,

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JOHN CLARK,

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— ALSO —

Palatka, Enterprise, Salt Lake and Lake Winder Steamers,

AND PACKETS FOR NEW SMYRNA AND HALIFAX RIVER,

28 & 30 East Bay Street,

JACKSONVILLE, FLORIDA.



ALLIGATORS' TEETH MOUNTED IN SLEEVE
BUTTONS, EAR RINGS, SETS, ETC.

SHELL AND FISH SCALE JEWELRY,

READY-MADE AND TO ORDER, AT THE

JEWELRY ESTABLISHMENT

—OF—

A. L. DESBOUILLONS,

21 Bull Street, opposite Screven House,
SAVANNAH, GEORGIA.

EMIL A. SCHWARZ,

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CARPETS,

Savannah, Ga.

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OIL CLOTHS,

MATTINGS,

CRUMB CLOTHS,

RUGS,

MATS.

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CORNICES,

LACES,

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SHADES.



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DAMASKS,

SATINAS,

HAIR CLOTH

AND

TRIMMINGS.

*Churches, Offices and Public
Buildings furnished.*

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FLORIDA CURIOSITIES & SPECIALTY,
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Repairing done at once, and work guaranteed.

POOSER & GIBSON,
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Keeps constantly on hand, Horses, Carriages, Etc., to Let on reasonable terms.

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Constantly keeps on hand a large and well selected stock of Drugs, Chemicals, Fancy and Toilet Articles, &c., &c. Visitors will find my stock complete in all departments. None but purest and best Medicines used in compounding prescriptions.

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MARSHALL HOUSE,

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One of the best and most satisfactory features of the MARSHALL HOUSE is its

Comfortable Rooms

AND THE UNIFORM

Excellence of its Table

AT ALL SEASONS
OF THE YEAR.

We append endorsements from high authority.

"Having stopped at the Marshall House while in Savannah, we most cheerfully endorse it to ladies and families, as being strictly a first-class House in all of its appointments, and unrivalled in the excellence of its table."

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RATES, \$2.50 and \$3.00 per Day.

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Leading Fruit House of Florida.

GIBSON & ROCKWELL,

PACKERS AND SHIPPERS OF

Florida Oranges, Fruits, &c.

No. 6 Bay Street,

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SPECIAL BRANDS.—Our noted "CHALLENGE" Orange is unequalled—the **FINEST** in the world. Also, sole agents for the celebrated "DUMMETT GROVE" Orange (Duke Castelluccia's grove).

We handle the finest fruit of the State, and make a specialty of filling orders from all parts of the country.

BUY THE BEST AND CHEAPEST!

GOULD & CO'S
FERTILIZER
— AND —
INSECT EXTERMINATOR

Has been, during the two seasons past, thoroughly tested by many of the first Orange Growers and Gardeners of the State, and received their endorsement and approval. The material which forms the base of this Fertilizer contains potash, lime, phosphoric acid, ammonia, and other essential elements of plant food, making a complete Fertilizer. Many who have tried it with Stockbridge, Baker & Bros.' and other high priced Fertilizers, say it is equal to them in the same quantity and has the advantage of being an Insecticide.

This Fertilizer is put up in barrels containing 250 pounds, or 8 barrels to the ton.

Price \$32.00 per Ton, \$4.00 per Barrel.

Circulars with directions, and orders accompanied with a remittance, will be promptly forwarded by addressing

GOULD & CO.,

P. O. Box 699.

No. 6 West Bay Street, Jacksonville, Fla.



BURROW'S HOTEL,

BY THE SEA,

At MAYPORT, FLA.

The only place in Florida where a regular Shore Menu is served. No visitor to Florida should fail to enjoy the ocean breeze and a trip to this spot. Daily Steamer to that point by

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Foot of Ocean Street, Jacksonville, Fla.

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THE GREAT MUSICAL EMPORIUM OF THE SOUTH.

142 & 144 Congress St., Savannah Ga.

ESTABLISHED IN 1870.



N. Y. Branch, 32 Great Jones St.

First year's sales \$50,000. Last year's nearly half a million. Branch House in New York City. Nine Southern Branch Houses. Over 200 employés and agents. Goods shipped to every Southern State. One thousand Dealers and Music Teachers regularly supplied. Over 2,000 Pianos and Organs sold yearly. Immense double store; three stories and basement. Business thoroughly systematized. 200 to 300 letters received and answered daily. \$5,000 worth of postage stamps and 200,000 envelopes used daily. A printing office of our own. Five tuners. Ten travelling men. An immense establishment, that does credit to Savannah and the South.

**PIANOS, ORGANS, SHEET MUSIC, MUSIC BOOKS.
IMPORTED MUSICAL INSTRUMENTS.**

Everything in the musical line. Catalogue, Specimen Copy, Southern Journal, and copy of Premium March. Free to any address.

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U. S. MAIL.

**For Tampa, Manatee, Braidentown, Punta
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Connect at Punta Rassa with Steamer for Fort Meyers, Fort Ogden and Pine Level. Steamer leaves Cedar Key for Tampa, Manatee and Braidentown every Monday, and Friday arrival of train.

For Punta Rassa and Key West every Monday and Thursday at arrival of train. Accommodations first class.

In event of change of sailing days, information can be obtained at Savannah Ticket Office, S. F. & W. Ry., or at Leve & Alden, and at Jacksonville of W. G. Coleman, Travelling Agent W. I. T. R. R., or Leve & Alden. For further particulars, by communicating with General Agent at Cedar Keys, same will be furnished.

W. LOCKETT, G. A.

BARNES'
ALBANY HOUSE,
Corner Pine and Jackson Streets,
ALBANY, GEORGIA.

In connection with the Hotel, a neat Cottage (eight rooms) for special comfort
of Florida tourists.

Capacity of Hall, 300 seats.

Capacity of Hotel, 40 rooms.

ESTABLISHED 1865.

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General Agents for the Improvement of Florida Lands,

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Orange Groves Made for Non-Residents.—Unimproved lands converted into bearing orange groves on the most reasonable terms. *Send for Circular.*

Orange Trees.—Being Agents for the largest Nursery in the State, we can furnish orange trees at from 15 cts, to \$2.00 each. *Send for Pamphlet.*

City Property.—We make the handling of city property a specialty, and we liberally advertise all property placed exclusively in our hands for sale or rent. *Send for Circulars.*

Bearing Orange Groves for Sale.—We have bearing Orange Groves for sale in Duval, Clay, Putnam, Alachua, Marion, Sumter, Orange, Volusia, Hillsboro, Hernando, Levy, and Manatee Counties at from \$2,000 to \$25,000. *Send for Circulars.*

Tracts of Land for Colonizing.—We have tracts of land from 1,000 to 20,000 acres convenient to railways and navigable streams, and fronting upon lovely lakes, which we are prepared to sell at from \$2.00 to \$5.00 per acre. *Send for Circular.*

Homes in Florida on the Installment Plan.—We will sell lots of 5 acres or more on Broward Manor, Floral Park, Floramel, Jupetor Island, and Glen St. Mary, on small down payments, and upon monthly, quarterly, semi-annually or annual installments, with absolutely no forfeiture, *Send for Circulars.*

United States Lands Located.—We have information respecting the position of more than 1,000,000 acres Government Lands, which can be entered for \$1.25 per acre, and are worth to day \$10.00 to \$50.00 per acre. *Send for our Circulars.*

Rail Road Lands for Sale.—We have 500,000 acres all laying in the Orange belt and near to stations; at \$2.50 to \$10.00 per acre, timber reserved, payments small, and long time given. *Send for our Circulars.*

Orange Park, the Newport of Florida.—We will sell lots of any size from 1 to 50 acres in this splendid park of lovely winter homes at prices that must attract. *Send for our Circulars.*

Financial Agents.—We will place loans, procure money, collect accounts, examine titles, transact notary business, etc., etc., at reasonable rates. *Send for our Circulars.*

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THE LARGEST THEATRE IN THE CITY

SEATING CAPACITY, 600.

FULL SET OF SCENERY. LIGHTED THROUGHOUT WITH GAS.

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Millinery, Fancy, Dress Goods,

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24 LAURA STREET, JACKSONVILLE, FLORIDA,

GUN AND LOCKSMITHS,

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STENCIL CUTTERS,

Guns, Pistols, Locks, Trunks, Valises, Umbrellas, Parasols
and all kinds of repairing done neatly. Key-
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Particular attention given to the care of Horses. Baggage transferred to and from all Railroads and Steamboats. A full line of Carriages of all descriptions on hand. Horses bought and sold on Commission.

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Best Location in the City.

Open from November to May.

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*Brick Hotel—Fire Hose on each Floor—Passenger Elevator and
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RAY'S LINE
—OF—
SAILING PACKETS.
NEW YORK TO JACKSONVILLE.

Leaving Every Week Regularly, from Pier 15, East River.

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A Morning Scene Amongst my Roses.



A Morning Scene Amongst my Roses.

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—AND—
RARE
PLANTS,
SEEDS,
ROSES.

A 34 Page Catalogue closely printed and Illustrated, *just out*,
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PAINTINGS ON ORIENTAL PEARL SHELLS. FEATHER FANS FROM
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MANUFACTURER OF FLORIDA JEWELRY AND DEALER IN
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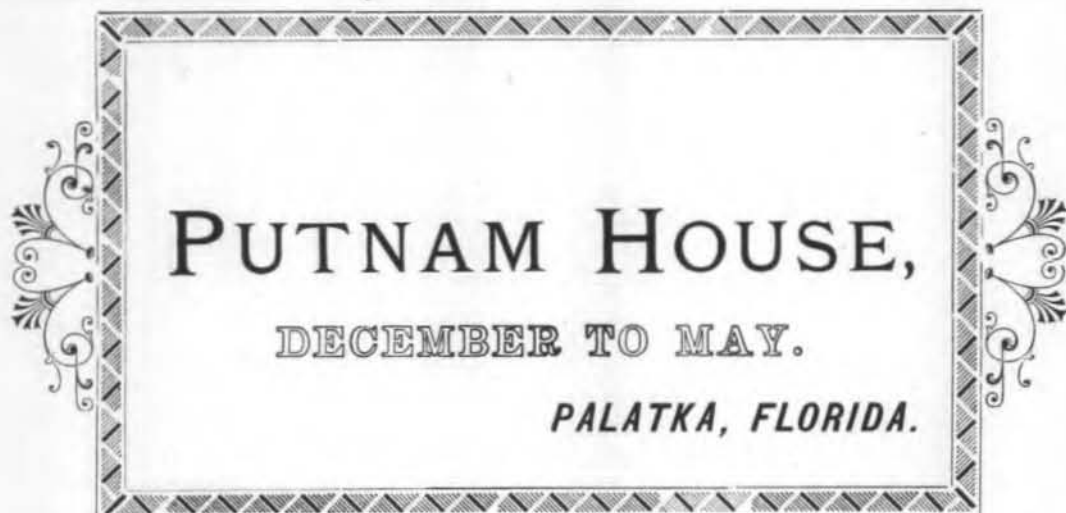
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JACKSONVILLE, FLA.

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DECEMBER TO MAY.
JACKSONVILLE, - - FLORIDA.



EQUINOX 
 HOUSE.

JUNE TO OCTOBER.
MANCHESTER, - - VERMONT.


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The "Suwannee" has been open for the last two seasons under able management, and has secured almost the entire first class custom arriving at Cedar Keys. No effort will be spared to meet the wants of that trade in future.

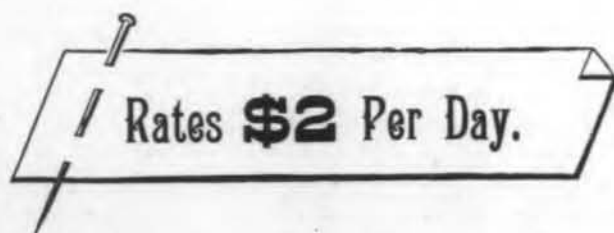
To Commercial men the "Suwannee" offers large convenient Sample Rooms and a Special Rate.

"THE SUWANNEE" HOTEL CO., Proprietors.

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NEARLY OPPOSITE PASSENGER DEPOT,

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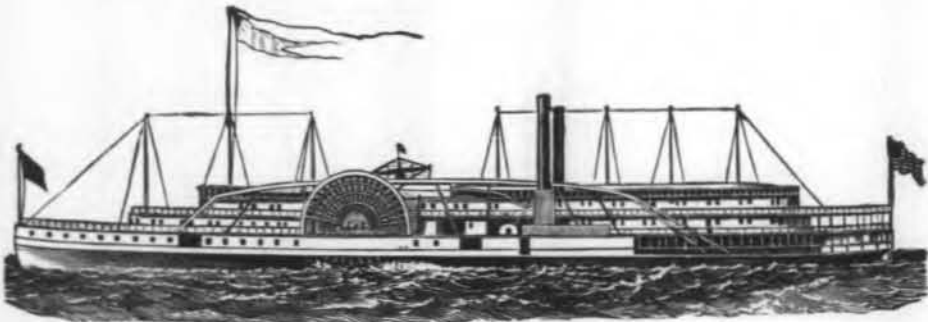
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BOUKNIGHT'S DAILY LINE
OF
OCKLAWAHA STEAMERS,

Leaving Palatka Daily, 9.30 A. M.,

FOR

SILVER SPRINGS.



TIME OF ROUND TRIP 35 HOURS.

THE new and elegant steamers "Waunita," having superb passenger accommodations, and the popular steamer "Tuskanilla," will leave Palatka daily at 9.30 A.M. for Silver Springs.

CONNECTING ON
Tuesdays, Thursdays and Saturdays,
WITH
Steamer "Forrester" for Leesburgh.

and all intermediate landings on the Ocklawaha River, Lakes Griffin, Eustis and Harris.

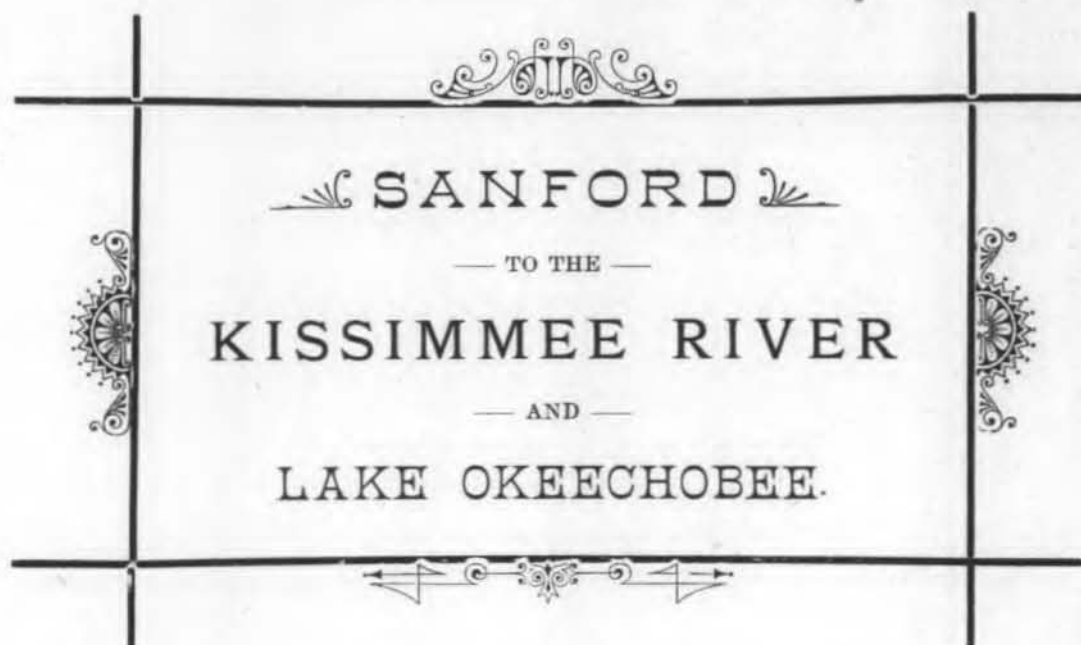
Tickets and information to be had at

General Office, LEMON STREET,

OR AT

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THE
SOUTH FLORIDA
RAILROAD.



Trains Leave Daily from Sanford for Longwood, Maitland, Orlando
and Lake Tohopakaliga, Connecting with Steamers on
the St. Johns River, and with Steamers at
Lake Tohopakaliga for the Kissimmee
River and Lake Okeechobee.

SMOOTH TRACK, COMFORTABLE COACHES,
— AIR BRAKES. —

The Country through which this Road lies, offers superior inducements to the
Tourist, Invalid, or Settler.

For further information see small bills, time tables, etc., or apply to

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LARKIN HOUSE,



PALATKA, FLA.



YOUR ATTENTION IS CALLED TO THE ACCOMMODATIONS AND ADVANTAGES AFFORDED TO WINTER BOARDERS BY THE LARKIN HOUSE,
SITUATED ON THE ST. JOHNS RIVER, PALATKA, FLA.,

Which will Open about December, 1882.

FOR THE RECEPTION OF GUESTS IN PURSUIT OF AN

EQUABLE CLIMATE COMBINED WITH THE RECREATIONS

—) OF (—

FISHING, GUNNING, BOATING, Etc.

Persons of Delicate Health Seeking the Protection of a Mild and Steady Temperature, where the Thermometer never falls below 40 degrees, will find our House the LARGEST AND FINEST on the St. Johns River. It is south of Jacksonville and St. Augustine, and has room for Two Hundred and Fifty Persons, and is arranged with all the modern conveniences, including the following :

1. The Hotel is entirely new, with large rooms, high ceilings, and perfect ventilation.
2. It is lighted with gas, the rooms contain electric bells, and wardrobes built in the walls.
3. The sleeping rooms are furnished throughout with Black Walnut Furniture, Spring Beds and Hair Matresses.
4. The Table is supplied with all the luxuries of the season, equal to any in the country. The house is beautifully located on the river banks, and is entirely surrounded by sweet orange, live oak, and banana trees.

LARKIN & ALLEN, Proprietors.

D. F. LARKIN, of Larkin House, Watch Hill, Rhode Island.

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ARLINGTON HOUSE

GAINESVILLE, FLORIDA.

210 FEET ABOVE THE ST. JOHNS RIVER.

The Arlington House is situated in Gainesville, Florida, and is first-class in all its appointments. Since last year the proprietor has made many improvement in the Hotel and Grounds—

OVER 200 ROSE BUSHES BESIDES MANY ORANGE TREES,

are some of the attractions to Ladies. A full Brass and String Band will enliven the occasion.

THE HIGH ELEVATION,

PERFECT DRAINAGE,

DRY ATMOSPHERE and

PURE CISTERN WATER,

CAUSES ALL PHYSICIANS TO RECOMMEND THE ARLINGTON
AS A HEALTH RESORT.

Each room is connected with the office by an Electric Annunciator, and every attention paid to guests. Over 4,000 guests were registered at the Arlington during last winter, so popular was the House.

HOW TO REACH THE ARLINGTON AT GAINESVILLE.

Tourists can take the Waycross Short Line from Savannah, Ga., making close connection at Callahan with the Florida Transit Railroad to Gainesville; also at Fernandina with Florida Transit running between Fernandina and Cedar Keys—or if they are in Jacksonville, take the Florida Central Railroad train to Baldwin, which connects with the Transit road stopping at Gainesville, or the Florida Southern from Palatka to Gainesville; two trains daily on each road.

For terms address

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Gainesville, Florida.

WM. J. WINEGAR & CO.

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PALATKA, PUTNAM CO., FLORIDA.

Transact all branches of Banking business. Buy and Sell
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FIRST NATIONAL BANK,

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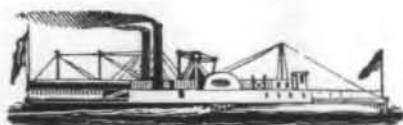
JACKSONVILLE CORRESPONDENT,

FIRST NATIONAL BANK, FLORIDA.

THE STEAMER GEM,

FOR THE

Orange Groves



AND

Ferry Wharf,

EVERY HALF HOUR.

Also first class rowboats and boatmen for fishing and hunting purposes, fishing tackle, bait, rifles, &c., &c., constantly on hand. At short notice the Steam Yacht GEM can be chartered for Moonlight Excursions.

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Palatka, Florida.

S. B. VALLS,

MANUFACTURER OF

FLORIDA FRUIT PRESERVES.

ALL GOODS PUT UP WITH

FRESH FRUIT AND REFINED SUGAR,

WARRANTED NOT TO FERMENT.

Orange Marmalade, Bitter and Sweet, 

 Guava Jelly and Marmalade,

Preserved Figs, Guavas, Oranges, Limes, Lemon and Citron,

IN HEAVY SYRUP, IN QUART AND PINT GLASS JARS, AND TIN.

ORANGE BLOSSOM SYRUP

Orders Put Up Specially for Family Use.

NO CHARGE FOR PACKING, OR FREIGHT ON ORDERS OF \$10 OR UPWARDS
TO ANY ATLANTIC SEAPORT. ON ORDERS OF \$7.00,
75 CENTS ADDITIONAL.

SEND FOR PRICE LIST TO

S. B. VALLS,

ST. AUGUSTINE, FLA.

ORANGE GROVES.

The Sanford Grant

ORANGE COUNTY, FLORIDA.

THIS tract of land, comprising some 13,000 acres of land, is situated in Orange county, on the south side of Lake Monroe, at the head of navigation on the St. Johns River.

Here are large numbers of bearing groves of orange and lemon trees, and the results obtained give the utmost assurance of success in this most profitable branch of fruit growing.

The lands of the Grant, a little ways back of the town of Sanford, are high and rolling, and the face of the country is most beautifully diversified with deep clear Lakes of pure spring water. The lands are easy of access, and near transportation, and are among the best in the county for semi-tropical fruit culture.

The large business arising from the extensive settlements on the Grant, and in the county, combined with the advantageous location at the head of navigation, has built up the town of Sanford on the northern portion of the Grant on Lake Monroe. This town is rapidly increasing in size and importance. It has many large business houses of considerable capital, churches, schools, a newspaper (The South Florida Journal,) telegraph, hotels, saw mills, etc., and is the starting point of the South Florida Railroad, which has completed twenty-three miles of its line, and is being extended to the Gulf.

The lands of the Grant are cut into lots of from five to forty acres, which are offered on easy terms to those desiring to plant orange groves, or wishing winter homes. In view of the rapid growth of the town, the owners of the Grant have recently opened new streets in the most eligible part of the town, and offer business and residence lots at low prices, on long time and easy terms to parties desiring to go into business.

For further particulars, circulars, etc., address

JAMES E. INGRAHAM, Agent,

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OPEN JANUARY 1st,



TO APRIL 15th.

FLORIDA HOUSE, ST. AUGUSTINE, FLA.

The house is one of the largest and best located in the city, being on the principal avenues, and contiguous to the stores and other hotels. It is surrounded by piazzas and beautiful lawns. The house has undergone thorough renovation, and has many new improvements added for the convenience and comfort of hotel visitors. The rooms are large, elegantly furnished, well ventilated, and are lighted throughout with gas.

A STEAM PASSENGER ELEVATOR

has been erected, carrying guests to the fourth floor. The introduction of STEAM into the building insures a warm and comfortable house. The proprietors intend to add to the popularity of the house by supplying the necessary comforts, and a strict attention to business. Electric bells in each room connect with the office. Terms \$4.00 per day. A liberal reduction given to parties desiring to engage rooms for the season.

GEORGE L. ATKINS & SONS,

Also of the Ocean Hotel, Asbury Park, N. J.

ST. AUGUSTINE, FLORIDA

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BALLARD'S

FOR ANYTHING FROM

FLORIDA NOVELTIES,

— TO —

RAILROAD TICKETS,

BAGGAGE CHECKED FROM RESIDENCE TO ALL POINTS,

St. George Street,

ST. AUGUSTINE, FLORIDA.

THE
SANFORD HOUSE,
SANFORD, ORANGE COUNTY,
FLORIDA.

THIS CHARMING HOTEL,
ON LAKE MONROE,

WILL BE

Opened in the early part of December.

UNDER NEW MANAGEMENT.

THE TABLE WHICH HAS ALWAYS BEEN MOST ATTRAC-
TIVE, WILL BE MAINTAINED IN

FIRST CLASS STYLE.

THE ROOMS ARE ALL PLEASANT AND WELL FURNISHED.

EVERY ATTENTION WILL BE SHOWN TO GUESTS AND
HUNTING, FISHING AND SAILING PARTIES ARRANGED.

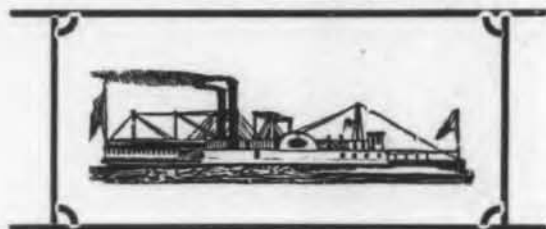
STEAMERS TWICE DAILY WITH DAILY MAIL.

DAILY TRAINS TO ORLANDO AND THE INTERIOR, TELEGRAPH, ETC., ETC.

EXCURSIONS

TO THE GREAT

LAKE OCKEECHOBEE, FLA.



The Steamer *Mary Bell*, plying on the waters of Lake Tohopekaliga, and the Kissimmee River, will be held in readiness during the Fall and Winter of 1882, to accommodate excursion parties to the great *Lake Ockeechobee*.

For terms, address

J. H. ALLEN, AGENT,

Kissimmee City, Orange Co., Fla.

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Orange City, Nashua Co.,

FLORIDA.

This House is situated in the high Pine Woods, $2\frac{1}{2}$ miles from the celebrated Blue Spring, $2\frac{1}{2}$ miles from the St. Johns River, 25 miles from the Atlantic Coast. In connection are twelve Cottage Rooms, for the use of Families. The Proprietor will use his best efforts to please and make it pleasant for his guests.

W. H. DEYARMAN,

Proprietor.

ST. MARKS HOTEL,

JACKSONVILLE, FLA.

Centrally located, convenient to all the St. Johns River Boats.

RATE, \$2.00 to \$3.00 per day.

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BEST OF PRIVATE BOARD AT REASONABLE RATES.

House situated near centre of settlement. Livery in connection. Parties to be met at the boat on arrival, please notify.

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SAVANNAH AND PHILADELPHIA LINE.

Leaving Every Saturday.

S. S. CITY OF MACON, CAPTAIN.....

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THESE STEAMERS FORM A STRICTLY FIRST-CLASS LINE AND
ARE PROVIDED WITH ELEGANT PASSENGER
ACCOMMODATIONS.

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Improved and unimproved lands all over the State, Orange Groves of every age and condition, from \$500 to \$40,000. 300 suburban Lots. Houses and Lots in the City at all prices.

DIRECT FLORIDA LINE,

—) VIA THE (—

“MONON ROUTE.”

LOUISVILLE, NEW ALBANY & CHICAGO RAILWAY.

 Passengers for FLORIDA and the SOUTHEAST from Chicago and all points in the NORTHWEST should

BEAR IN MIND

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THE ONLY LINE Running its **ENTIRE TRAINS**

THROUGH FROM CHICAGO TO LOUISVILLE.

THE ONLY LINE Running **PULLMAN PALACE SLEEPING CARS**
FROM CHICAGO TO LOUISVILLE.

THE ONLY LINE Under one management and operating a continuous line between *Chicago and Louisville.*

ONLY ONE CHANGE OF CARS

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CHICAGO TO JACKSONVILLE, FLA., THOMASVILLE, GA., NASHVILLE, DECATUR, MONTGOMERY, ATLANTA, PENSACOLA, NEW ORLEANS.

THROUGH TICKETS AT EXCURSION RATES

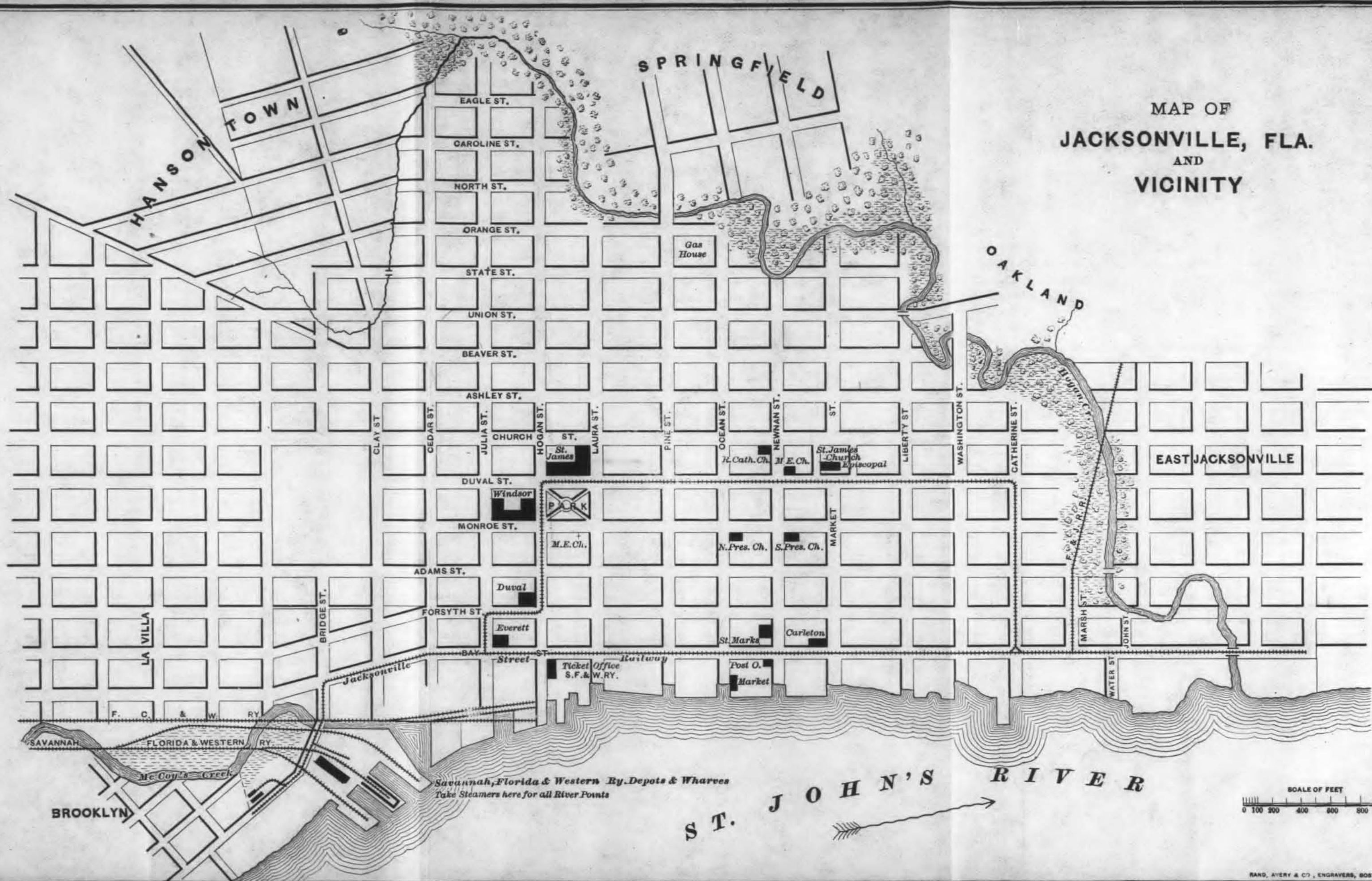
Can be procured at Company's Office, *122 Randolph St., Chicago*, Palmer House, Grand Pacific, and at depot, 12th and State St., Chicago. Also at offices in Michigan City, Lafayette, Crawfordsville, Greencastle, Bloomington, Bedford and Mitchell.

For further information, address,

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